



North Ayrshire Council
Comhairle Siorrachd Àir a Tuath

Cunninghame House,
Irvine.

22 October 2015

Cabinet

You are requested to attend a Meeting of the Cabinet of North Ayrshire Council to be held in the Council Chambers, Ground Floor, Cunninghame House, Irvine on **TUESDAY 27 OCTOBER 2015** at **2.30 p.m.** to consider the undernoted business.

Yours faithfully

Elma Murray

Chief Executive

1. Declarations of Interest

Members are requested to give notice of any declaration of interest in respect of items of business on the agenda.

2. Minutes (Page 7)

The accuracy of the Minutes of the meeting held on 29 September 2015 will be confirmed and the Minutes signed in accordance with Paragraph 7 (1) of Schedule 7 of the Local Government (Scotland) Act 1973 (copy enclosed).

PRESENTATION

3. Delivering the Young Workforce

Receive presentation by the Executive Director (Education and Youth Employment).

EDUCATION ITEMS FOR DECISION

4. Scottish Qualifications Authority (SQA) Examination Results 2015 (Page 13)

Submit report and receive presentation by the Executive Director (Education & Youth Employment) on the performance of North Ayrshire schools in the Scottish Qualifications Authority (SQA) examinations of 2015 (copy enclosed).

5. Assessment and Moderation (Page 35)

Submit report by the Executive Director (Education & Youth Employment) on the Authority's approach to taking forward the National Improvement Framework (Draft) in respect of assessment and moderation (copy enclosed).

GENERAL BUSINESS FOR DECISION

Reports by the Executive Director (Finance & Corporate Support)

6. Business Continuity Management Strategy (Page 43)

Submit report by Executive Director (Finance & Corporate) on the Business Continuity Management Strategy for the Council and the requirement for Services to develop and implement Business Continuity Plans (copy enclosed).

7. Medium Term Financial Outlook and Financial Planning (Page 59)

Submit report by Executive Director (Finance & Corporate) on (a) the current assessment of the medium term financial outlook for the General Fund Revenue Budget, (b) progress on refreshing the 10 year capital investment programme and (c) current and planned work streams in the next phase of Transformation (copy enclosed).

Reports by the Executive Director (Economy & Communities)

8. Local Transport Strategy 2015-20 (Page 69)

Submit report by the Executive Director (Economy & Communities) on the Local Transport Strategy (copy enclosed).

9. Development and Regeneration proposals for land at Quarry Road, Irvine (Page 109)

Submit report by the Executive Director (Economy & Communities) on the development of the project and request approval of the submission of a stage two application to the Regeneration Capital Grant Fund (copy enclosed).

10. Review of North Ayrshire Council Grants to Community Organisations (Page 115)

Submit report by the Executive Director (Economy & Communities) the outcomes of a review to modernise the Council's disbursement of grants to community organisations, providing a clearer and more sustained approach in preparation for the introduction of Locality Partnerships in April 2016 (copy enclosed).

Reports by the Executive Director (Place)

11. Winter Service and Weather Emergencies Plan 2015 (Page 135)

Submit report by the Executive Director (Place) on the Roads Winter Service and Weather Emergencies Plan 2015 in support of the Council's statutory duties under the Roads (Scotland) Act 1984 (copy enclosed).

12. North Ayrshire Council Road Safety Plan 2015-2020 (Page 173)

Submit report by the Executive Director (Place) on the North Ayrshire Council Road Safety Plan 2015-2020 (copy enclosed).

13. Traffic Management and Car Parking In West Kilbride (Page 213)

Submit report by the Executive Director (Place) on the development of traffic management proposals within West Kilbride (copy enclosed).

CONTRACTS

14. Award of Framework – Framework Agreement for the Supply of Bedding Plants, Hanging Baskets and Bulb (Page 225)

Submit report by Executive Director (Finance & Corporate) on the tender for the Framework Agreement for the supply of Bedding Plants, Hanging Baskets and Bulbs (copy enclosed).

15. Award of Framework – Framework Agreement for the supply of Agency Staff for Building Services (Page 235)

Submit report by Executive Director (Finance & Corporate) on the tender exercise for the Framework Agreement for the supply of Agency Staff for Building Services (copy enclosed).

MINUTES

16. Housing Revenue Account Business Plan Implementation Group: 16 September 2015 (Page 245)

Submit report by the Executive Director (Place) on the Minutes of the meeting of the Housing Revenue Account Business Plan Implementation Group held on 16 September 2015 (copy enclosed).

17. Physical Environment Advisory Panel held on 28 September 2015 (Page 253)

Submit report by the Executive Director (Place) on the Minutes of the meeting of the Physical Environment Advisory Panel held on 24th September 2015 (copy enclosed).

18. Urgent Items

Any other items which the Chair considers to be urgent.

EXEMPT INFORMATION

19. Exclusion of the Public

Resolve in terms of Section 50(A)4 of the Local Government (Scotland) Act 1973, to exclude from the Meeting the press and the public for the following items of business on the grounds indicated in terms of Paragraph 9 of Part 1 of Schedule 7A of the Act.

Non Disclosure of Information

In terms of Standing Order 17 (Disclosure of Information) the information contained within the following reports is confidential information within the meaning of Section 50A of the 1973 Act and shall not be disclosed to any person by any Member or Officer.

19.1 Financial Inclusion North Ayrshire (Page 261)

Submit report by the Executive Director (Economy & Communities) on the Financial Inclusion funding allocated to North Ayrshire from the Big Lottery and update on progress in developing a strategy to support the bidding process for this funding (copy enclosed).

Cabinet

Sederunt: **Elected Members**

Willie Gibson (Chair)
Alan Hill (Vice-Chair)
Marie Burns
John Bruce
Anthea Dickson
Tony Gurney
Ruth Maguire

Church Representatives

Very Reverend Matthew Canon McManus
Ms Elizabeth H. Higton
Mr Mark Fraser

Teaching Representative

Mr Gordon Smith

Youth Council Representatives

to be advised

Chair:

Attending:

Apologies:

Meeting Ended:

Cabinet
29 September 2015

IRVINE, 29 September 2015 - At a Meeting of the Cabinet of North Ayrshire Council at 2.30 p.m.

Present

Marie Burns, John Bruce, Anthea Dickson, Tony Gurney and Ruth Maguire.

Also Present

Donald Reid.

In Attendance

E. Murray, Chief Executive; L. Friel, Executive Director, M. Hogg, Senior Manager (Financial Management) G. Macgregor, Head of Service (Customer, People and Corporate Support) and E. Gunn-Stewart, Customer Services Manager (Finance and Corporate Support); C. Hatton, Executive Director, R. McCutcheon, Head of Service (Commercial), Y. Baulk, Head of Service (Physical Environment) and D. Hammond, Senior Manager (Energy and Sustainability); I. Colvin, Director (Health and Social Care Partnership); C. McAuley, Head of Service (Economic Growth); A. Sutton, Head of Service (Connected Communities) and G. Robson, Senior Employability and Skills Manager (Economy and Communities); A. Fraser, Head of Democratic Services, A. Todd, Senior Policy and Performance Officer, M. Sugden, Communications Officer and D. McCaw, Committee Services Officer (Chief Executive's).

Chair

Councillor Burns in the Chair.

Apologies for Absence

Alan Hill and Willie Gibson.

1. Declarations of Interest

There were no declarations of interest by Members in terms of Standing Order 10 and Section 5 of the Code of Conduct for Councillors.

2. Minutes

The accuracy of the Minutes of the meeting held on 15 September 2015 was confirmed and the Minutes signed in accordance with Paragraph 7 (1) of Schedule 7 of the Local Government (Scotland) Act 1973.

3. Customer Service Strategy Update

Submitted report and received presentation by the Executive Director (Finance & Corporate Support) updating on progress with the implementation of the Customer Service Strategy and outlining future plans.

Members asked questions and were provided with further information on:-

- methods for defining and measuring accuracy;
- the implications for those less able to channel shift to online application methods; and
- the new telephony system and the potential for a further reduction in the time taken to answer calls.

The Cabinet agreed to (a) endorse the strategic approach as outlined in the report and presentation; and (b) note the progress to date.

4. North Ayrshire Renewables Strategy

Submitted report and received presentation by the Executive Director (Place) on the proposed implementation of the North Ayrshire Renewable Energy Strategy, including a series of renewable energy projects and key policy recommendations.

Members asked questions and were provided with further information on:-

- the implications for the HRA in association with the proposed District Heating Project;
- whether the Peterborough City and Aberdeenshire Council projects benefitted Council tenants;
- the retrofit social housing rooftops project being spread across all of North Ayrshire;
- the nomination of the Senior Manager (Energy and Sustainability) as the Council representative on the Arran Community Energy Board; and
- the straight talking event to be held on 26 October 2015 at Greenwood Conference Centre.

The Cabinet agreed (a) the North Ayrshire Renewable Energy Strategy for implementation, including the project recommendations at paragraph 2.5 of the report, subject to (i) the availability of capital funding; and (ii) further discussion with the Business Planning Implementation Group regarding those project which fall within the HRA; and (b) that the Senior Manager (Energy and Sustainability) represent the Council on the Arran Community Energy Board.

5. Public Performance Reporting 2014/15

Submitted report by the Chief Executive which (a) provided information on the Accounts Commission's evaluation of Council performance information for 2013/14; (b) provided information on the Council's performance against the four Council objectives; and (c) set out a draft Annual Council Performance Report 2014/15, incorporating the end of year Council Plan Action Plan 14/15 progress report.

The Cabinet agreed to (a) note the Account Commission's Evaluation of the Council's public performance reporting for 13/14; (b) note the status of the Council's performance indicators at Appendices B and C to the report; (c) approve the draft Annual Performance Report 2014/15 set out at Appendix D; and (d) note that the report will be referred to Scrutiny and Petitions for further consideration.

6. East Road South Car Park, East Road, Irvine

Submitted report by the Chief Executive on the appropriation of land presently held in Irvine Common Good for the purpose of car parking for the New Leisure Centre.

The Cabinet agreed (a) to approve the transfer of the land to the Council's General Fund Balance Sheet; and (b) to authorise the payment of the sum of £14,500 to Irvine Common Good.

7. Capital Monitoring to 31 July 2015

Submitted report by the Executive Director (Finance & Corporate Support) which provided information on progress in delivering the Capital Investment Programme as at 31 July 2015.

The Cabinet agreed to (a) approve the revisions to budgets outlined at Sections 2.1 and 2.8 of the report; and (b) note (i) the actual General Services and HRA expenditure to 31 July 2015; and (ii) the forecast of expenditure to 31 March 2016.

8. Revenue Budget 2015/16 : Budgetary Control Statement to 31 July 2015

Submitted report by the Executive Director (Finance & Corporate Support) which (a) set out the revenue budgetary control position for the Council at 31 July 2015; (b) provided a brief explanation of Services' major variances at Appendices 1 - 8; (c) detailed the proposed virements at Appendix 9; and (d) detailed the Housing Revenue account budgetary control position at 31 January 2015 at Appendix 10.

The Cabinet agreed to (a) note the information and financial projections outlined in the report; (b) note the current financial projection for the Health and Social Care Partnership and the requirement to take corrective action to deliver services within available resources; (c) approve the virements detailed in Appendix 9; and (d) approve the new carry forwards identified at section 2.3 (vii).

9. Consultation Response: Pension Tax Relief Proposals

Submitted report by the Executive Director (Finance & Corporate Support) on the Council's consultation response to HM Treasury proposals to review pensions tax relief, detailed at Appendix 1 to the report.

The Cabinet agreed to approve the draft consultation response for submission to the UK Treasury on behalf of North Ayrshire Council.

10. Council Housing Rents - Moving to a 52 Week Rent Charge

Submitted report by the Executive Director (Place) on the proposal that a consultation exercise be undertaken with tenants in relation to rents and other housing charges being collected over 52 weeks, rather than the existing 48 weeks, from the start of the 2016/17.

The Cabinet agreed to approve the consultation exercise with tenants on the collection of rents and other housing related charges as detailed in the report.

11. Libraries Review: Consultation on Proposed Changes to Library Opening Hours

Submitted report by the Executive Director (Economy & Communities) on the proposed Consultation Mandate and a planned period of consultation in relation to library opening hours.

The Cabinet agreed (a) to approve the consultation mandate; and (b) to remit to the Executive Director (Economy and Communities) to undertake the proposed consultation as detailed in the report.

12. Locality Planning Approach

Submit report by the Executive Director (Economy & Communities) on the consultation mandate for the Locality Planning Approach and on proceeding to consultation with stakeholders.

The Cabinet agreed to (a) approve the consultation mandate for the Locality Planning Approach in North Ayrshire; (b) remit to the Executive Director (Economy and Communities) to proceed to consult with stakeholders as detailed in the report; and (c) receive a report on the outcome of the consultation in early 2016.

13. Creating a Fairer Scotland: Employability Support: North Ayrshire Council Response to the Consultation

Submitted report by the Executive Director (Economy & Communities) on the proposed response to the Scottish Government consultation on the future of employability and the use of devolved powers, detailed at Appendix 1 to the report.

The Cabinet agreed to approve the Council's response to the Creating a Fairer Scotland: Employability Support consultation.

14. Exclusion of the Public

The Cabinet resolved in terms of Section 50(A)4 of the Local Government (Scotland) Act 1973, to exclude from the Meeting the press and the public for the following items of business on the grounds indicated in terms of Paragraph 9 of Part 1 of Schedule 7A of the Act.

14.1 Selection of Preferred Bidder for the Clyde Valley Residual Waste Project

Submitted report by the Executive Director (Place) providing an update in relation to the Clyde Valley Residual Waste Project.

The Cabinet agreed the recommendation as detailed in the report.

The meeting ended at 4.05 p.m.

NORTH AYRSHIRE COUNCIL

Agenda Item 4

27 October 2015

Cabinet

Title: **Scottish Qualifications Authority (SQA)
Examination Results 2015**

Purpose: To update Cabinet on the performance of North Ayrshire schools in the Scottish Qualifications Authority (SQA) examinations of 2015.

Recommendation: Cabinet agrees (a) to note the content of the report and the achievements of the pupils in this year's examinations; and (b) that a further report will be submitted in the first quarter of 2016 which will comment on the overall performance of the 2015 leavers cohort in North Ayrshire as highlighted in the INSIGHT annual report.

1. Executive Summary

- 1.1 This report summarises the key performance measures for our examination results in 2015, basing our analysis on the INSIGHT performance evaluation tool.

2. Background

- 2.1 In 2014, INSIGHT replaced the Standard Tables and Charts (STACs) as the main performance evaluation tool for schools and education authorities. INSIGHT is an interactive web based tool published by the Scottish Government using Scottish Qualifications Authority (SQA) examination results and other accreditation providers. Schools are now engaging with the various dashboards which are designed to analyse, compare and improve performance of young people in the senior phase. INSIGHT promotes a collaborative approach to analysing the data and working together to improve attainment and achievement.

- 2.2 In terms of the dataset being analysed, INSIGHT goes beyond SQA attainment, and includes also a growing range of non-SQA SCQF-credited awards and programmes. INSIGHT is consistent with the Curriculum for Excellence ethos as it emphasises the best achievement at the *point of exit from school*, rather than at stage-by-stage level, although it still allows users to drill down to cohort, level, subject or socio-demographic characteristics of pupils.
- 2.3 The benchmarking methodology used by INSIGHT is centred on the idea of a “virtual comparator” replacing the group of “comparator schools/authorities” used in STACs. This virtual school is built around four key characteristics which go into the make-up of any school: gender balance; staying-on rates; percentage of time spent in mainstream classes and deprivation based on the Scottish Index of Multiple Deprivation (SIMD). From these four areas, the tool will match ten pupils from across Scotland to every one of the pupils in each school/authority and treat this matched group as the virtual school/authority.
- 2.4 The main analysis of 2015 attainment and achievement for secondary schools will be published at the end of February 2016 (when data on school leavers will be available from Skills Development Scotland – SDS). This report provides an interim overview of the 2015 SQA results on a cohort (year group) basis. It should be seen as a snapshot of performance per cohort, to be compared with the same performances in the virtual comparator. The main information in this report is structured along the local benchmarking measures aimed at:
1. Improving attainment in Literacy and Numeracy (% of candidates attaining Literacy and Numeracy)
 2. Improving attainment for all (Average Total Tariff Score distribution)
 3. Tackling Disadvantage by Improving the Attainment vs. Deprivation Gap (Average Total Tariff Score by SIMD decile)
- 2.5 In addition to these local benchmarking measures, this report will also highlight key messages in relation to presentation levels as well as the breadth and depth of qualifications undertaken in session 2014-15.
- 2.6 Improving attainment in Literacy & Numeracy (These highlights are supported by charts in Appendix 1a and 1b).
- 2.6.1 The percentage of S4 pupils achieving Literacy at Level 4 in North Ayrshire has been consistently above both the virtual comparator and the national figure for the last five years, rising from 86.2% in 2011 to 93.9% in 2015 (see Appendix 1a). Similarly, performances in Level 5 Literacy have been improving and have exceeded the virtual comparator and national performances for the last three years.

The gap between North Ayrshire and its virtual comparator has been widening for the last three years, with 60.5% of our S4 pupils gaining level 5 Literacy in 2015, which is more than six percentage points higher than the virtual comparator.

- 2.6.2 In Numeracy, the trend is also positive although the performances are not as high as in Literacy (see Appendix 1a). This is consistent with both the virtual comparator and the national picture. The percentage of S4 pupils in North Ayrshire achieving Level 4 in Numeracy has risen to 84% in 2015. This is our best performance to date, above our virtual comparator and broadly in line with the national figure. In North Ayrshire, we have succeeded in reducing the gap between performances in Literacy and Numeracy at Level 4 in S4 over the last five years. At Level 5, the current figure represents our best performance to date and it is above both the Virtual Comparator and the national figures. Nevertheless, we recognise that there is still room for improvement in Numeracy. As a result, improving performances in Numeracy is a major focus on the Directorate Plan and on every School Improvement Plan for 2015-16.
- 2.6.3 The proportion of S6 pupils (out of the initial S4 cohort) in North Ayrshire achieving Level 5 Literacy or better in 2015 has increased to 67.5% (from 62% in 2013 and 58.9% in 2012) and is above the virtual comparator (65.2%) but marginally below the national performance, which was 67.9% in 2015 (see Appendix 1b). In Numeracy, the percentage of S6 pupils in North Ayrshire achieving Level 5 or better in 2015 was 58.2%, which is above both the virtual comparator (54.4%) and the National figure (57.3%) and represents our best performance to date. At Level 6 in Literacy, 42.9% of our S6 pupils achieved this level, which is above the virtual comparator (42.3%) but below the national performance (45.8%). We have successfully reduced the gap between North Ayrshire and national from an average of 7 percentage points from 2012-2014 to 3 percentage points in 2015. In Numeracy at Level 6 in S6, the picture is even more encouraging. This year's figure of 31% for North Ayrshire is better than both the virtual comparator (26.9%) and the national performance 30.5%.
- 2.6.4 Whilst overall, we can report a very encouraging picture, there is a recognition that further work needs to be undertaken to ensure that the level of progress is maintained for all young people into S5 and S6. To this end, there is a focus within senior phase planning on ensuring that young people are leaving our schools with the highest attainment level possible in Literacy and Numeracy.
- 2.7 Improving Attainment for All (These highlights are supported by charts in Appendix 2).

- 2.7.1 This measure focuses on the average total tariff score of the candidates' latest and best qualifications. Tariff points are assigned to each unit or course achieved by learners. The information is presented as the average total tariff score per stage cohort and is broken down into the three categories of the lowest attaining 20%, the middle attaining 60% and the highest attaining 20%.
- 2.7.2 In S4, the average total tariff score of the lowest attaining 20% in North Ayrshire has increased over the last three years and has been above both the virtual comparator and the national performance. There has been a significant increase in the performance of our middle attaining 60% in S4, moving from an average of 336 tariff points in 2013 to 390 this year. This group has remained above the virtual comparator over the last three years. For the highest attaining 20%, our performance has remained consistent over the last three years, while the figures for the virtual comparator and national cohort have declined. Taken together, we can use the S4 performance as a foundation to build on to make further improvements in this measure in S5 and S6.
- 2.7.3 When analysing average tariff data against virtual comparator and national scores, it is important to note that there are still significant differences across the country in terms of the number of awards young people are being presented for. In North Ayrshire, we have moved from eight qualifications to seven for almost all S4 pupils. It is envisaged that at the end point of a young person's education at school the average total tariff score will be a more consistent measure and will therefore be more comparable. This information will be released for our 2015 leavers in February 2016. Therefore, the current snapshots of our separate cohorts need to be treated with some degree of caution.
- 2.7.4 In S5 and S6, our lowest attaining 20% continue to outperform both the virtual comparator and the national cohort. However, the performance of our middle attaining 60% remains below (and in the case of our highest attaining 20%, well below) the national average.
- 2.7.5 The performance of the middle attaining 60% and the highest attaining 20% remains a key area for improvement, especially in S5 and S6. Continued work on the senior phase will include a focus on the design of broader curriculum choices, including partnerships with Ayrshire College, businesses and other providers, which will better meet the needs and raise the aspirations of all our young people.
- 2.8 Attainment versus Deprivation (These highlights are supported by charts in Appendix 3).

- 2.8.1 The INSIGHT measure aimed at tackling disadvantage presents the average total tariff score compared across the SIMD datazone deciles where the pupils reside. The charts referring to this measure shown in Appendix 3 are highlighting “bubbles” for which the centre is marking the average total tariff score of pupils in the respective decile and the size of the bubble suggests the proportion of the total cohort residing in the respective SIMD decile areas. The "lighter" bubbles represent North Ayrshire and the "darker" bubbles designate the national standing. The steeper the trendline through the bubbles, the more pronounced the disparity between the attainment of pupils residing in more deprived areas and that of pupils from less deprived areas.
- 2.8.2 Looking at the chart of attainment vs. deprivation for S4 pupils in 2015, it is worth noting that – in all SIMD deciles - North Ayrshire pupils have performed higher than that of the national establishment. Considering that 53% of the S4 pupils reside in SIMD deciles 1 to 3, this is an extremely encouraging picture. S4 pupils in SIMD decile 6 have performed significantly higher than the national establishment.
- 2.8.3 Looking at the cumulative attainment of S5 pupils (counted as the original S4 cohort last year), the average trendline for North Ayrshire is slightly above the national trendline, indicating a positive picture, with a similar attainment vs. deprivation correlation. The performance of North Ayrshire S5 pupils in SIMD 9 and 10 has been slightly lower than the national establishment, indicating that further work is required in this area. The cumulative attainment of S6 pupils (taking into account the S4 cohort two years before) is showing a similar picture to that of S5 attainment vs. deprivation.
- 2.8.4 One of the reasons for the slightly less positive picture in S5 and S6 comes from the percentage of young people remaining in our schools. Our staying on rates, although showing a positive upward trend, still remain below national averages. This has an impact on the average tariff scores as they are calculated cumulatively until the point of exit from school.
- 2.9 Breadth and Depth (These highlights are supported by tables in Appendix 4a and 4b).
- 2.9.1 The breadth and depth tables show the percentage of the cohort who have achieved any given number of awards at each SCQF level or better. In 2015, our S4 cohort performance was the best to date, with North Ayrshire pupils outperforming both the virtual comparator for 2015 and the previous North Ayrshire cohort in 2014. This is a very encouraging picture. Our focus in session 2015-16 will be to ensure we build on this success and convert this performance into further and improved awards in S5.

2.9.2 The 2015 spread of performance in S5 overall shows an improvement on our 2014 figures. This is encouraging given the previous performance of this cohort and suggests that the work we are doing in the Senior Phase is already beginning to pay dividends. Nevertheless, our S5 performance remains behind our virtual comparator overall in this measure, which reinforces the need for further work in this area.

2.10 Presentation Levels (These highlights are supported by Appendix 5).

2.10.1 There has been a significant drive to raise the level of challenge and aspiration for our young people. Schools have encouraged their candidates to push themselves in terms of the level of qualification they undertake. This has been a continued area of focus in our recent attainment analysis visits. Schools are now fully expected to be using this data during the options process and thereafter throughout the school session. Appendix 5 shows the significant increase in presentation levels which in turn has contributed to our improved performance in 2015.

3. Proposals

3.1 It is proposed that Cabinet agrees: (a) to note the content of the report and the achievements of the pupils in this year's examinations; and (b) that a further report will be submitted in the first quarter of 2016 which will comment on the overall performance of the 2015 leavers cohort in North Ayrshire as highlighted in the INSIGHT annual report.

4. Implications

Financial:	There are no financial implications.
Human Resources:	There are no human resource implications.
Legal:	There are no legal implications.
Equality:	There are no equality implications.
Environmental & Sustainability:	There are no environmental and sustainability implications.
Key Priorities:	<ul style="list-style-type: none">● NAC Council Plan 2015-2020: Priority 3 - "Ensuring people have the right skills for learning, life and work".● Education and Youth Employment Directorate Plan 2015-2018: Priorities -<ul style="list-style-type: none">- Priority 2 - High quality learning and teaching is taking place in our schools.- Priority 4 - Levels of attainment and achievement are improving for all learners.- Priority 5 - High numbers of our young people are entering positive and sustainable post-school destinations.
Community Benefits:	Not applicable

5. Consultation

- 5.1 The Executive Director (Education and Youth Employment), the Head of Service (Schools), the Head of Service (Inclusion) and senior officers have visited secondary schools to meet with head teachers and their senior management teams to discuss achievement results for 2015 to help and support all young people in meeting their full potential. Challenging discussions have taken place on how schools are using the analysis of their attainment as a mechanism to inform their targets, particularly on presentations for National 5 and Higher for the session ahead. A particular emphasis is now being placed on the use of data to inform future practice.

- 5.2 As a result of ongoing consultation and discussion, Head Teachers are now participating in one to one data analysis sessions with our research officer. Further work is also taking place with senior managers at authority and school level.



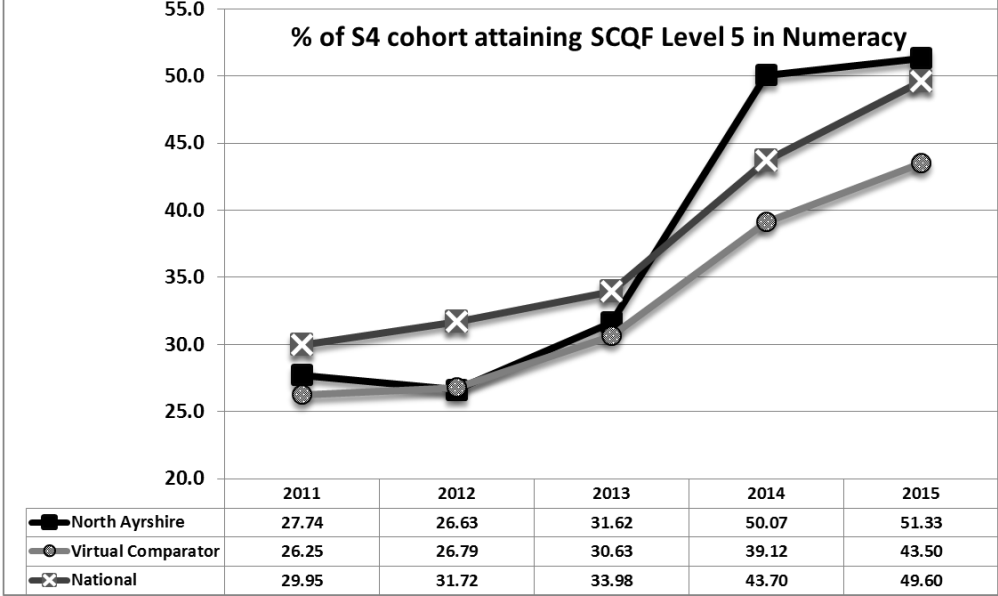
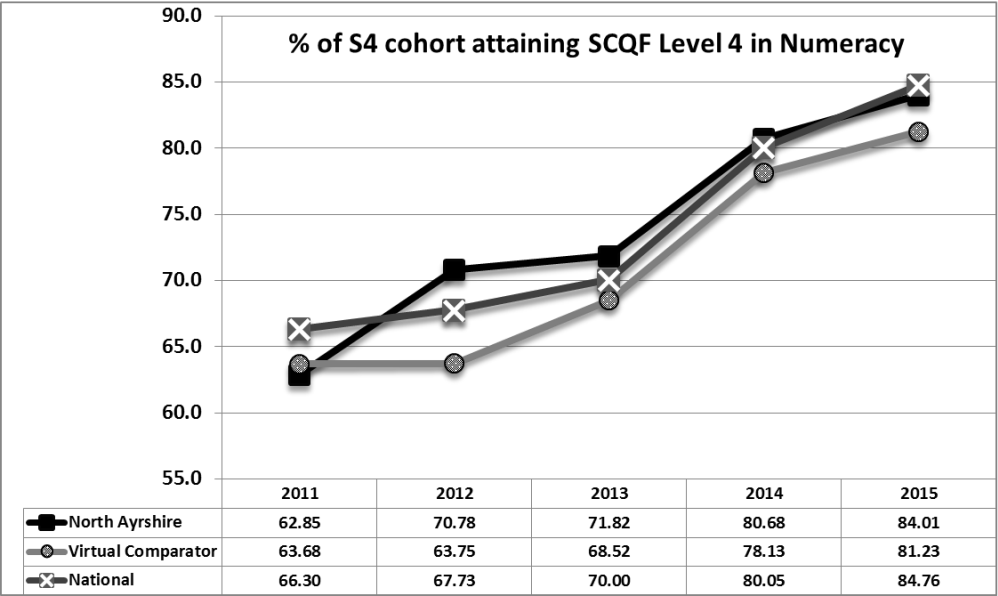
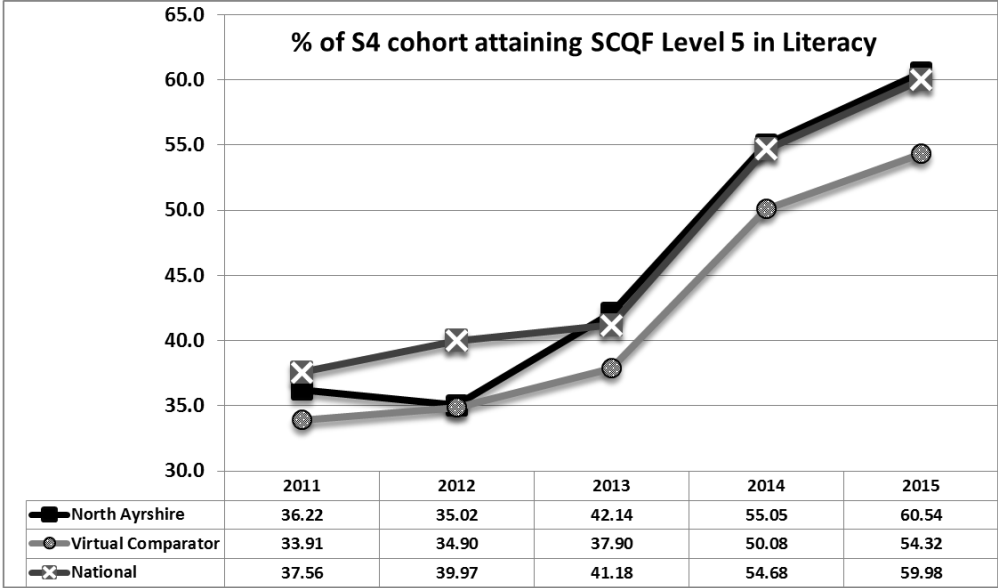
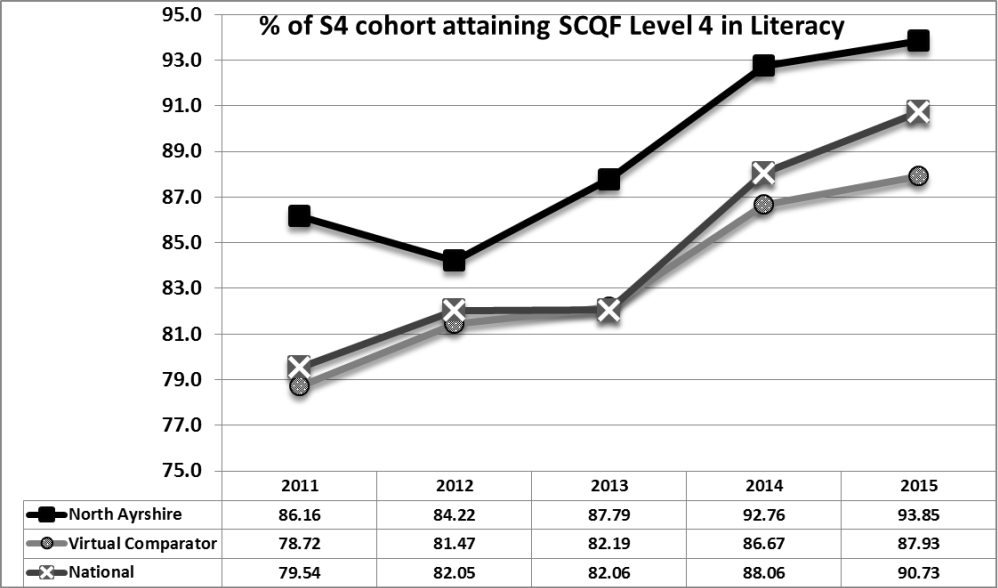
JOHN BUTCHER
Executive Director (Education and Youth Employment)

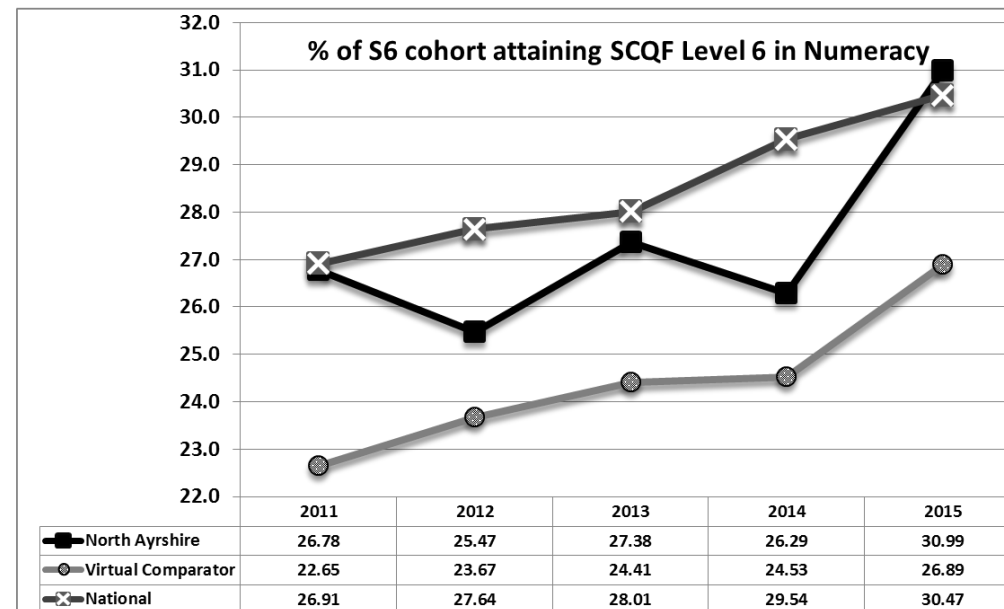
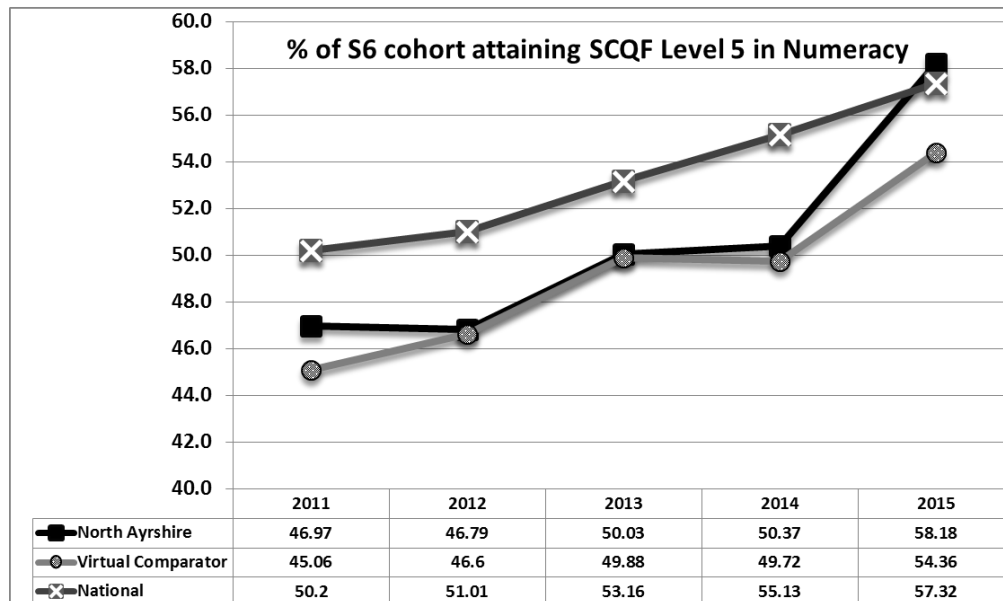
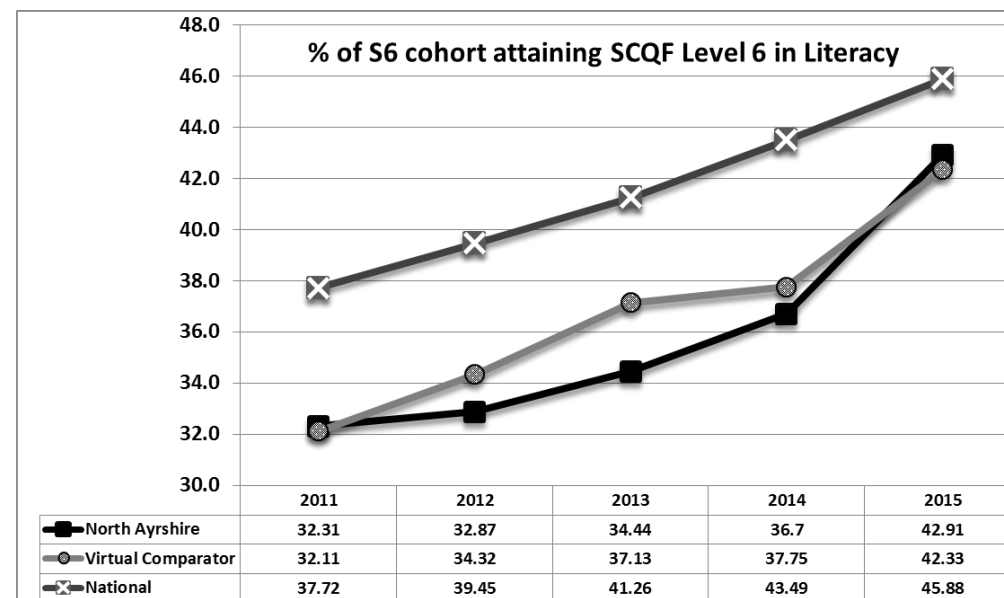
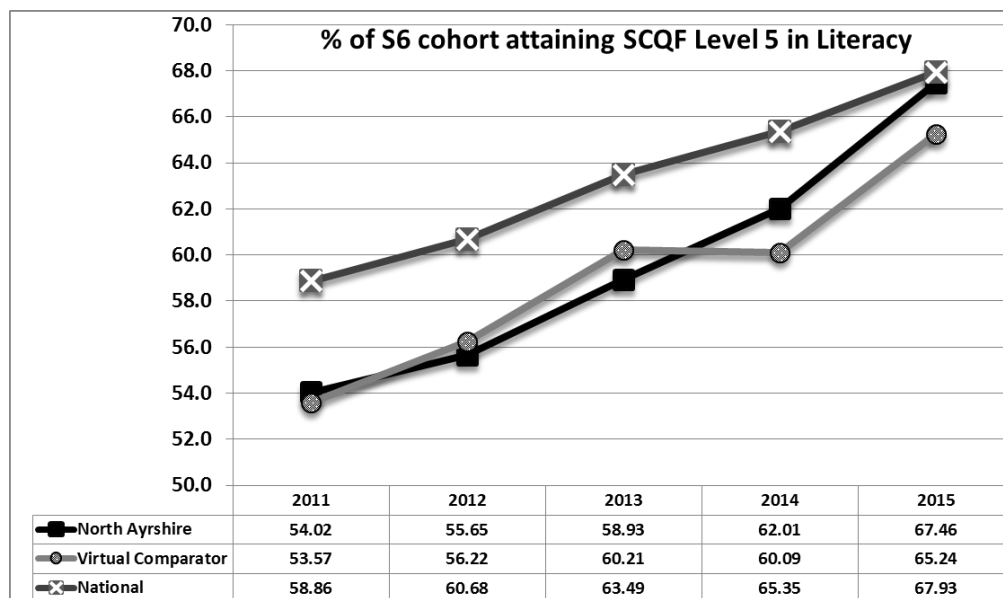
Reference : SQ/AMcC

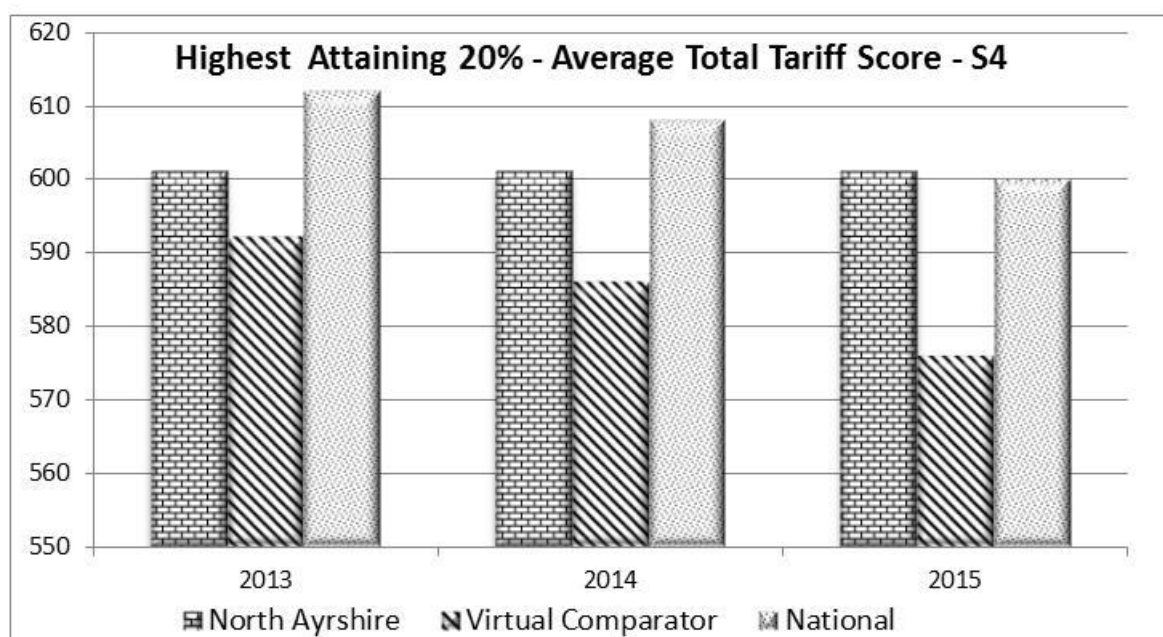
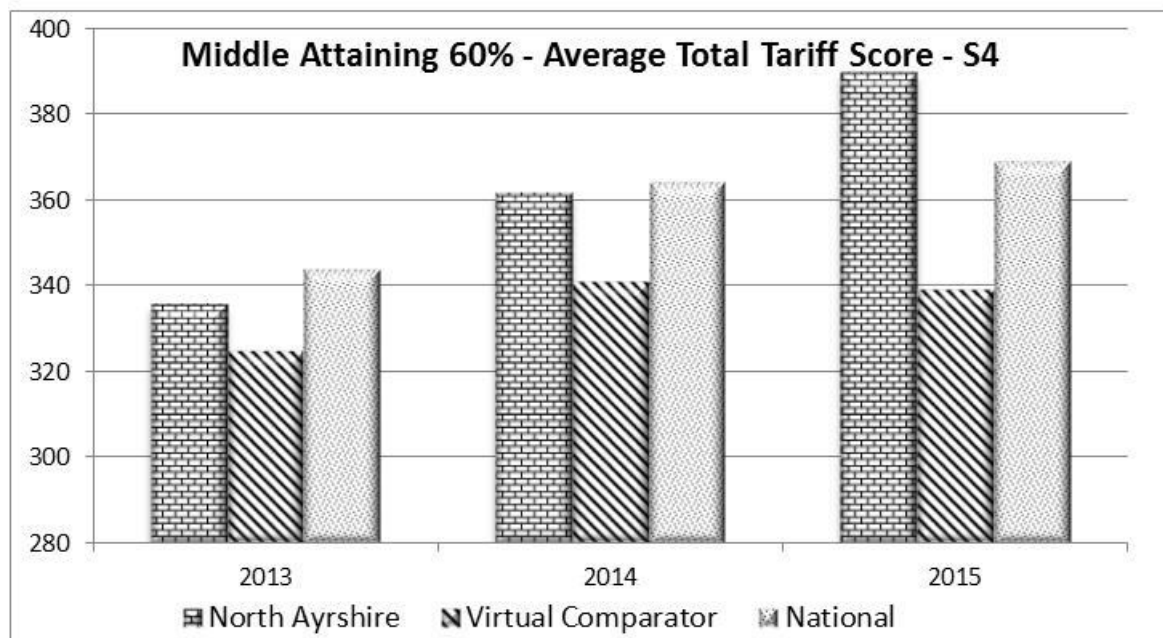
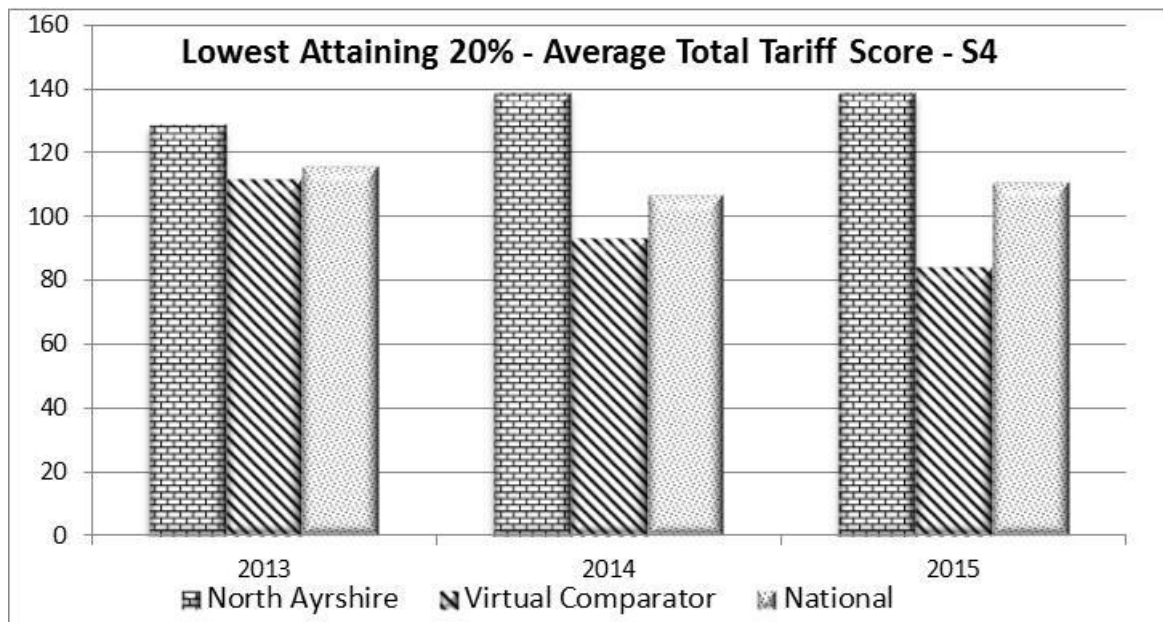
For further information please contact Steven Quinn, Head of Service (Schools), on 01294 324413.

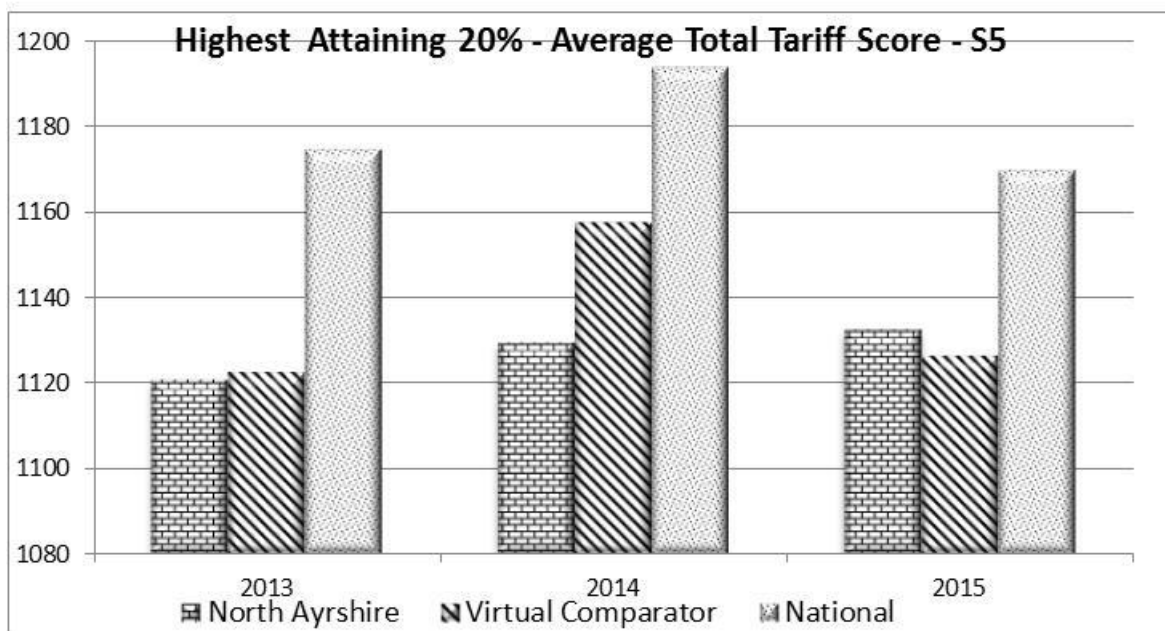
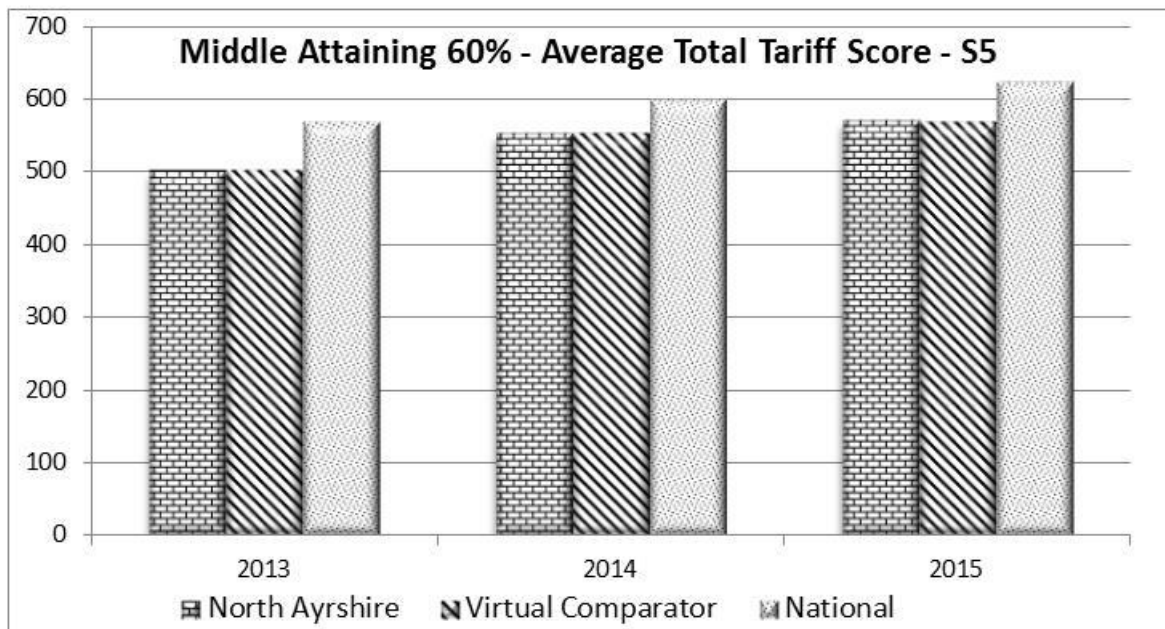
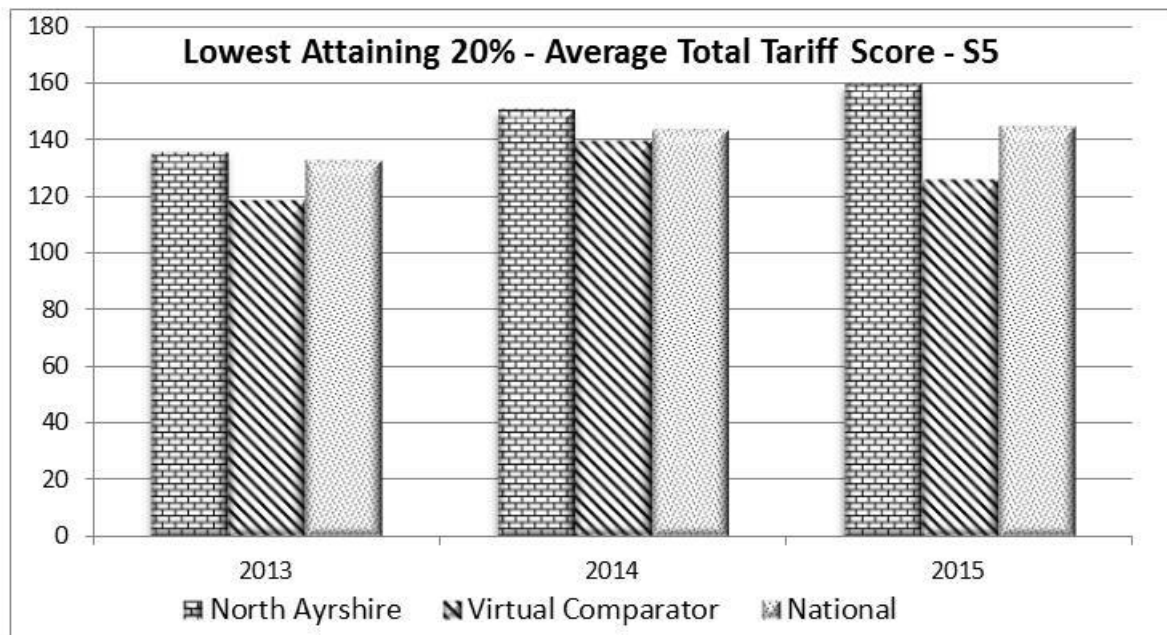
Background Papers

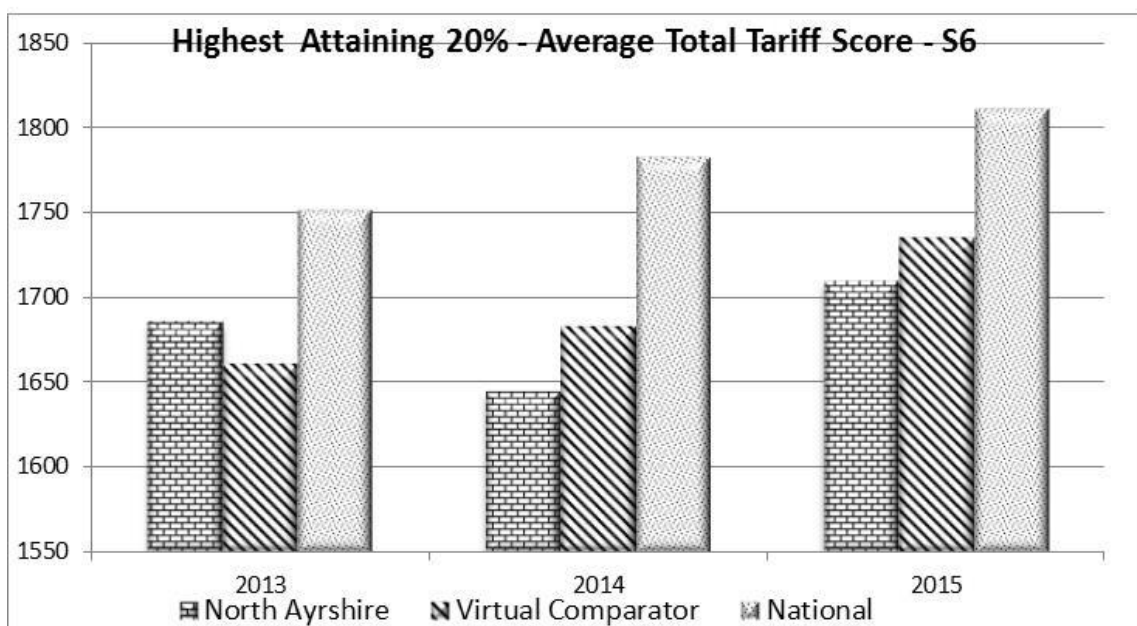
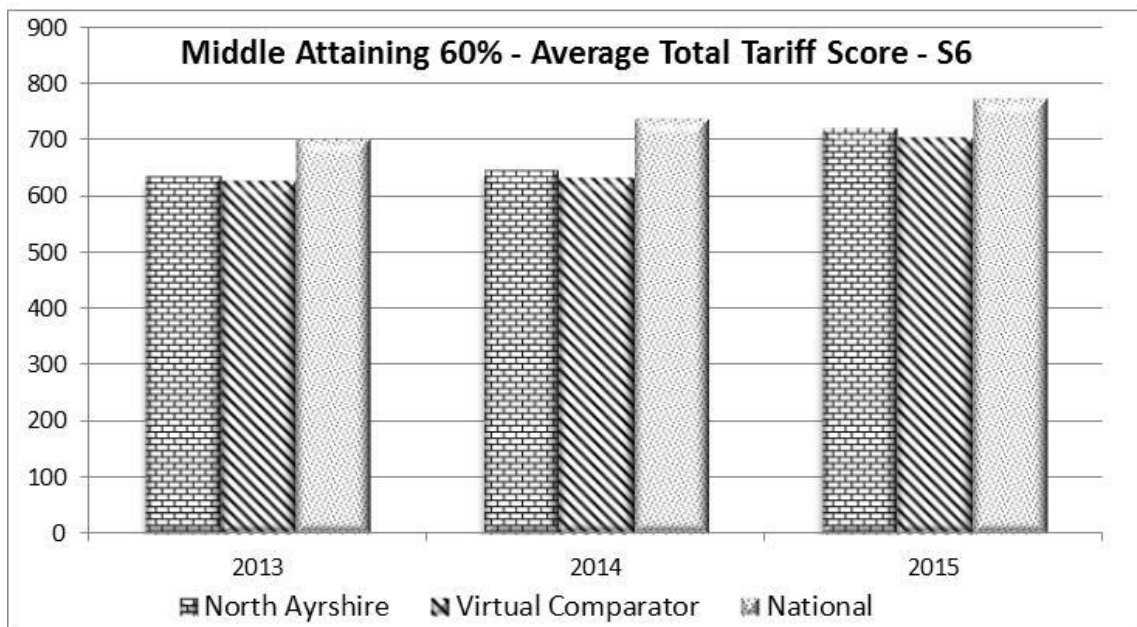
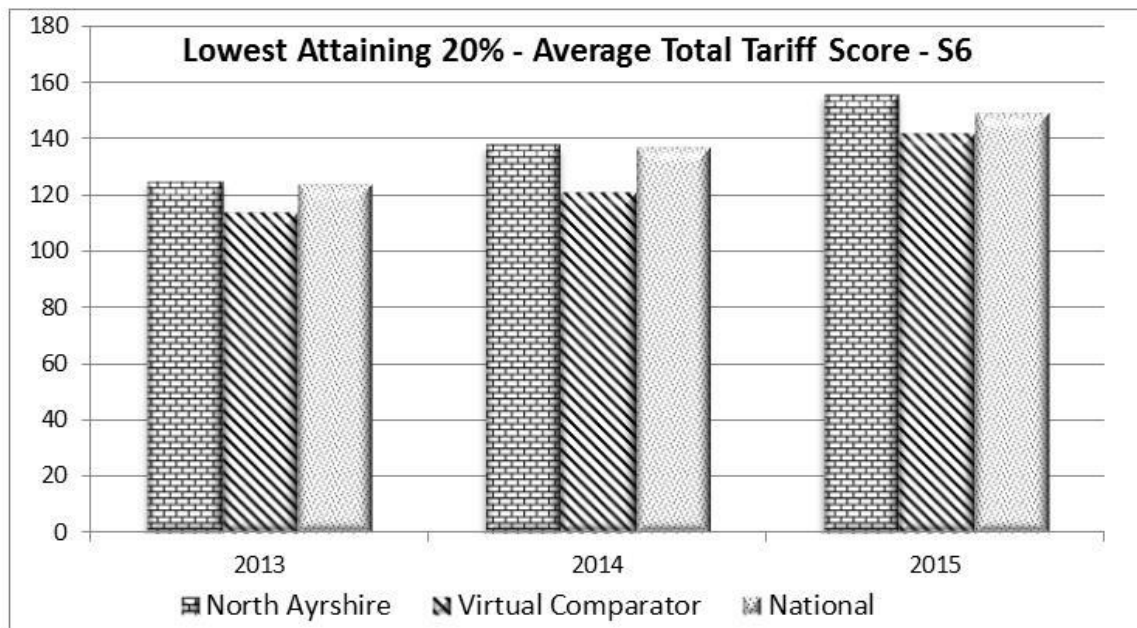
-





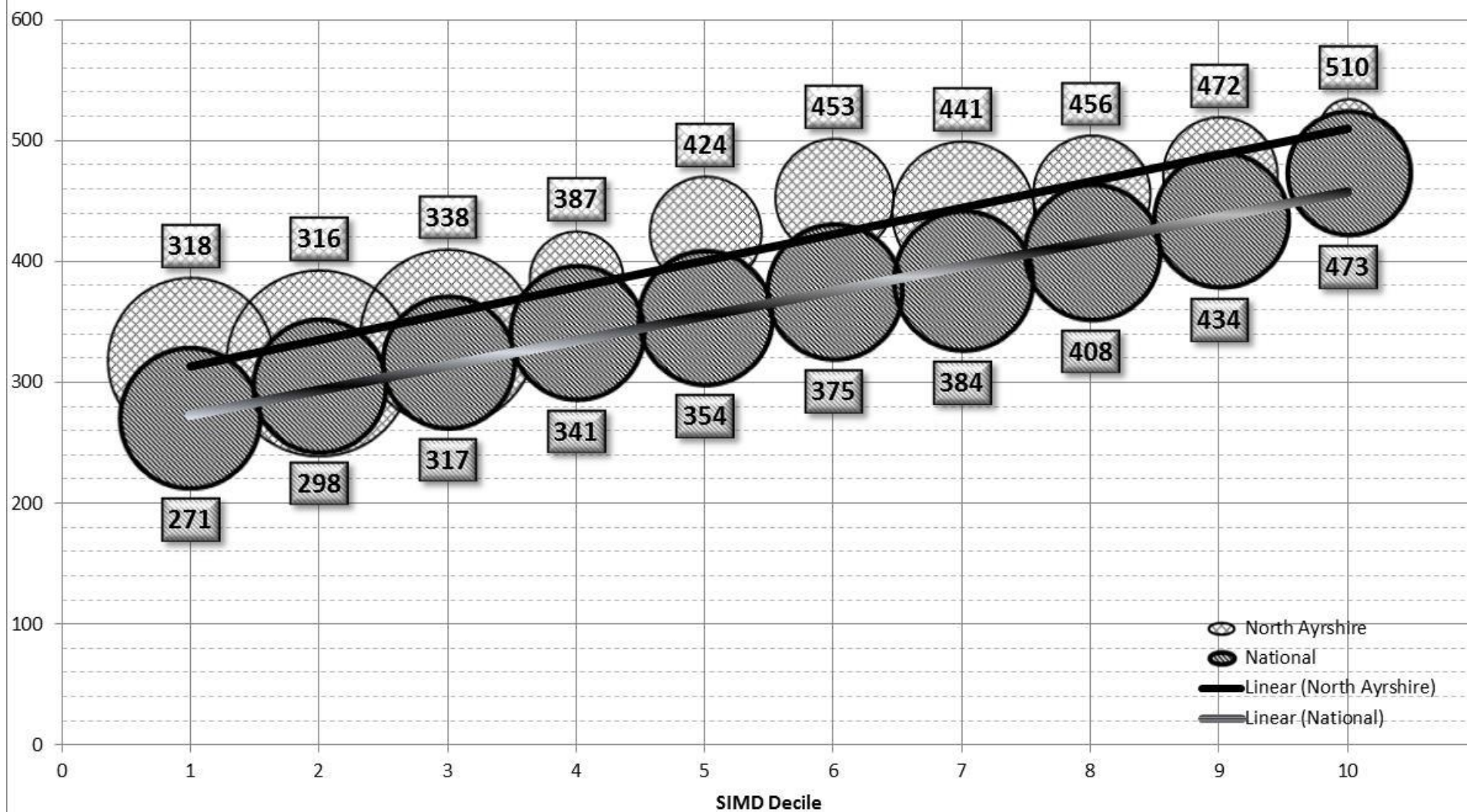






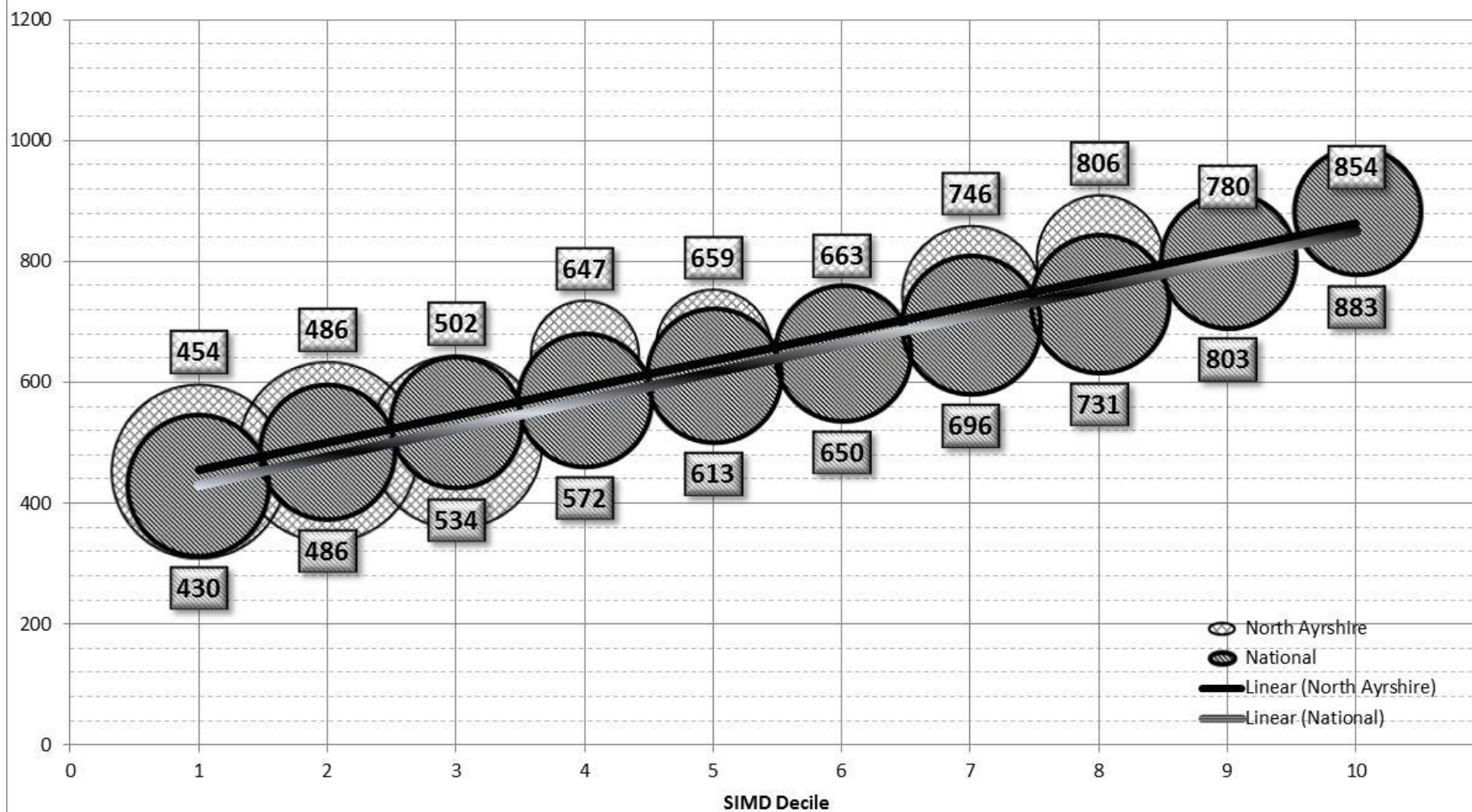
Average Total Tariff Score by SIMD decile - 2015

S4



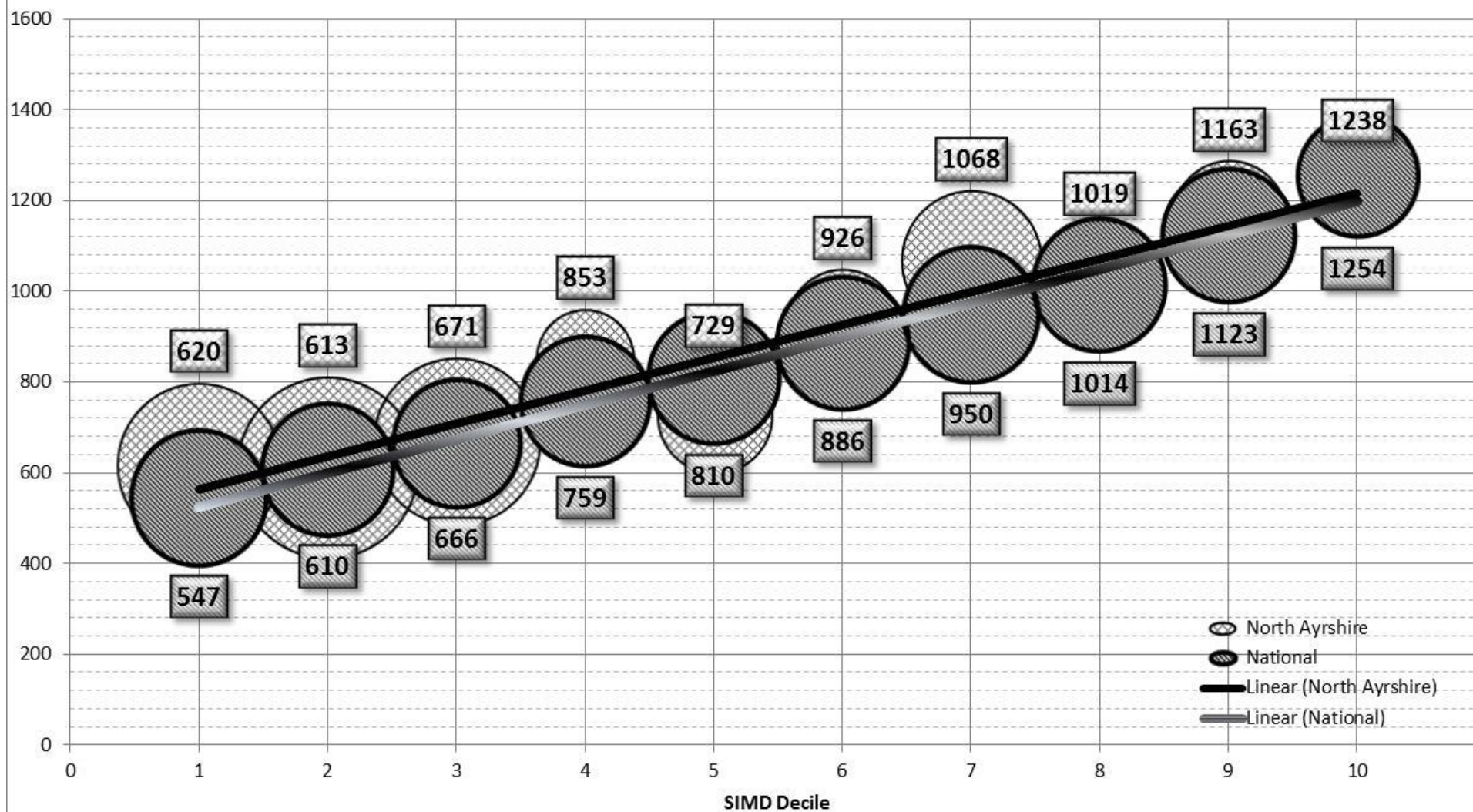
Average Total Tariff Score by SIMD decile - 2015

S5



Average Total Tariff Score by SIMD decile - 2015

S6



S4 Breadth and Depth

S4 2015 NAC

Awards	Level 1	Level 2	Level 3	Level 4	Level 5 (A-C)	Number in Cohort
1 or more	97.91%	97.91%	97.91%	95.95%	75.00%	1432
2 or more	97.07%	97.07%	97.07%	93.65%	63.41%	1432
3 or more	95.25%	95.25%	95.25%	91.90%	53.28%	1432
4 or more	93.72%	93.72%	93.58%	88.97%	45.32%	1432
5 or more	90.15%	90.15%	90.08%	84.29%	36.31%	1432
6 or more	84.22%	84.22%	83.80%	76.54%	28.84%	1432
7 or more	66.20%	66.20%	66.06%	59.36%	20.53%	1432

S4 2015 Virtual Comparator

Awards	Level 1	Level 2	Level 3	Level 4	Level 5 (A-C)	Number in Cohort
1 or more	95.32%	95.17%	94.83%	91.96%	72.93%	14320
2 or more	93.16%	93.01%	92.56%	88.92%	60.03%	14320
3 or more	90.40%	90.24%	89.80%	85.73%	50.06%	14320
4 or more	86.58%	86.40%	86.10%	81.07%	40.76%	14320
5 or more	79.46%	79.35%	79.08%	72.52%	31.33%	14320
6 or more	64.61%	64.53%	64.36%	58.07%	22.59%	14320
7 or more	37.87%	37.80%	37.74%	33.44%	11.66%	14320

S4 2014 NAC

Awards	Level 1	Level 2	Level 3	Level 4	Level 5 (A-C)	Number in Cohort
1 or more	98.87%	98.80%	98.74%	97.08%	71.45%	1506
2 or more	98.27%	98.27%	98.14%	94.89%	56.57%	1506
3 or more	97.21%	97.21%	97.14%	91.90%	45.95%	1506
4 or more	95.62%	95.62%	95.48%	88.78%	37.25%	1506
5 or more	92.43%	92.43%	92.36%	84.20%	29.35%	1506
6 or more	86.39%	86.39%	86.39%	76.10%	21.71%	1506
7 or more	69.85%	69.85%	69.85%	61.35%	15.14%	1506

Appendix 4b

S5 Breadth & Depth

S5 based on S4 roll

NAC - 2015

Awards	Level 1	Level 2	Level 3	Level 4	Level 5 (A-C)	Level 6 (A-C)	Number in Cohort
1 or more	99.07%	99.07%	98.93%	97.67%	79.68%	48.63%	1501
2 or more	98.53%	98.53%	98.33%	95.47%	69.89%	34.98%	1501
3 or more	97.53%	97.47%	97.34%	92.80%	61.16%	25.32%	1501
4 or more	96.14%	96.07%	95.87%	89.67%	49.97%	17.85%	1501
5 or more	93.00%	92.94%	92.87%	86.34%	39.64%	10.66%	1501

S5 based on S4 roll

Virtual Comparator - 2015

Awards	Level 1	Level 2	Level 3	Level 4	Level 5 (A-C)	Level 6 (A-C)	Number in Cohort
1 or more	97.20%	97.09%	96.83%	94.30%	80.97%	49.87%	15010
2 or more	95.74%	95.61%	95.18%	91.78%	70.61%	37.08%	15010
3 or more	93.89%	93.72%	93.41%	89.36%	62.07%	27.88%	15010
4 or more	91.57%	91.41%	91.13%	86.62%	53.32%	19.55%	15010
5 or more	88.03%	87.89%	87.64%	82.08%	43.55%	11.88%	15010

S5 based on S4 roll

NAC - 2014

Awards	Level 1	Level 2	Level 3	Level 4	Level 5 (A-C)	Level 6 (A-C)	Number in Cohort
1 or more	98.85%	98.85%	98.78%	96.15%	79.99%	43.94%	1559
2 or more	98.52%	98.52%	98.46%	93.26%	69.60%	32.78%	1559
3 or more	98.40%	98.40%	98.33%	89.61%	61.00%	24.70%	1559
4 or more	97.31%	97.31%	97.18%	85.95%	54.14%	17.45%	1559
5 or more	95.45%	95.45%	95.38%	81.33%	45.67%	11.10%	1559

National 5 and Higher Presentations in NAC

	2014 NAC	2015 NAC
S4 Roll	1473	1406
Nat 5 presentations in S4	5547	5796
Presentations per pupil in S4	3.77	4.12
Pass rate for Nat 5 (All)	77%	75.8%
S5/6 Roll	2289	2206
Highers (old & new) presentations	4247	4466
Presentations per pupil S5/6	1.86	2.02
Pass rate for Higher	73.3%	74.0%

NORTH AYRSHIRE COUNCIL

Agenda Item 5

27 October 2015

Cabinet

Title: **Assessment and Moderation**

Purpose: To advise the Cabinet of the Authority's approach to taking forward the National Improvement Framework (Draft) in respect of assessment and moderation.

Recommendation: That Cabinet agrees to approve North Ayrshire's response to the "Draft National Improvement Framework for Scottish Education" as detailed in the report.

1. Executive Summary

- 1.1 In September 2015, the Scottish Government published its report "Creating a Smarter Scotland - A Draft National Improvement Framework for Scottish Education".
- 1.2 The vision of education from the Framework is:
- Excellence through raising attainment: ensuring that every child achieves the highest standards in literacy and numeracy to allow them to succeed in life.
 - Achieving equality: ensuring that every child has the same opportunity to succeed.
- 1.3 In order that we, as an authority, take forward this vision, we have put in place strategic actions to ensure that we implement a coherent and consistent approach to the monitoring and tracking of progress and achievement across the Broad General Education (BGE). These include introducing a digital package of standardised assessment as part of the range of assessment already being carried out in schools and the delivery of a programme to "Improve Teacher Professional Judgement in Assessment". As part of our "Good to Great" journey this will support all education establishments in developing effective approaches in the analysis of data to inform action on improving teaching and learning.

2. Background

- 2.1 In the report, "Creating a Smarter Scotland - a Draft National Improvement Framework for Scottish Education", the Government has committed:

"to developing and implementing a National Improvement Framework for Scottish Education. This will ensure that our education system is continually improving, that all children are equipped with the skills they need to get on in the world, and that we are making progress in closing the gap in attainment."

- 2.2 It is intended that the Framework will make sure that across Scotland *"we are providing the support that all our children and young people need, on a consistent and systematic basis, about the performance of our education system. The National Improvement Framework will allow us to see where we are succeeding and where we need to do more."*

- 2.3 North Ayrshire Council's response to the aims of the Framework, in order to ensure we are best placed to take this forward, will require us to:

- Improve information on our performance to drive further improvements for children and ensure public confidence in the system.
- Have the right structures in place to deliver the improvements we need.
- Continue to set the highest expectations for our teachers and our education leaders.
- Bring together key information to evaluate performance and inform the action taken to improve attainment and wider outcomes for every child in North Ayrshire.

- 2.4 For North Ayrshire's children and young people this will mean:

- Teachers will continue to gather information in different ways about what they do at school and let them know how well they are doing.
- They will take part in national assessments at P1, P4, P7 and S3.

2.5 For parents this will mean:

- They have even greater confidence that schools in North Ayrshire are all working to improve reading, writing and numeracy for their children and young people.
- They will get better information about their child's progress including feedback on the range of assessment information available.

2.6 For teachers this will mean:

- They will be further supported to make clear judgements about children's progress, drawing on a range of evidence including the results of national assessments.
- They will use this evidence to work with colleagues to lead and drive improvement for individual children at a local level.
- They will have the information they need to support initiatives to close the gap in attainment.

2.7 In order to support the development of the National Improvement Framework, arrangements will be made to support local authorities. These include:

- Further develop approaches to moderation and professional judgement (January 2016).
- Develop and introduce standardised assessment in reading, writing and numeracy, aspects of which will be piloted in 2016, to be used in all schools from 2017.
- Introduce improvements to the range and quality of information for children and parents by 2016.

2.8 A report to Cabinet in June 2014 highlighted progress made in implementing the national curriculum. The report outlined work already embedded in our schools to track and monitor children's progress:

- Planning for learning and assessment continues to be a focus of work in schools across the Authority. Work has been done to ensure that processes are effective and not overly bureaucratic to maximise valuable time for learning and teaching.
- Shared approaches are being developed to support planning, assessment and moderation.
- All schools and clusters have developed systems of moderation within and across their schools, which are supported by professional dialogue through pupil tracking and attainment visits. The consistency of these approaches and targeted expectations requires to be developed further.

- Across the Authority there are a variety of initiatives and practices around gathering evidence to support teachers' professional judgement. These generally take into account summative and formative assessments including the use of some standardised assessments in a small number of schools.

These approaches complement the aims of the NIF and provide the Authority with a comprehensive range of information about the progress of children and young people.

3. Proposals

3.1 To ensure that the Authority takes forward the vision and priorities of the Draft National Improvement Framework:

- We have been working with schools to develop a programme of standardised assessment in literacy and numeracy to further inform teacher professional judgement.
- We have engaged with GL Assessment to implement a programme of assessment which will not only provide consistency in terms of approach, but ultimately add to the range of assessment approaches used to inform next steps in learning and teaching in order that we raise achievement and attainment of our children and young people.
- This GL digital package provides schools with the following bank of assessments:
Baseline P1
Progress Test in Maths
Progress Test in English
Progress Test in Science
Cognitive Abilities Test
New Group Reading Test
Single Word Spelling Test
Pupils Attitude to Self and School (PASS)
Kirkland Rowell Stakeholder Survey
Dyslexia Screener
Dyscalculia Screener
- The Authority will ask schools to complete a selection of these tests, others can, by choice, be used by individual establishments to supplement their baseline information.
- This data will be analysed by Senior Managers to inform the quality improvement work being undertaken across schools. This information will be examined in terms of our success in working to close the attainment gap using SIMD information and comparative data from similar clusters of schools.
- Monitoring and Tracking Strategy groups have been set up to take forward improvements in this area within the Broad General Education and the Senior Phase.

- Teachers will be supported to ensure that their professional judgement is informed by a range of assessments used and moderated at all levels of planning, learning and teaching.
- 3.2 In addition, "The Tapestry Partnership" is engaged in working with the Authority and 25 school establishments to deliver their programme that focuses on "Improving Teacher Professional Judgement in Assessment." Professor Dylan William, Emeritus Professor of Educational Assessment at University College London, will launch the programme in March 2016 at a whole day event for Education and Youth Employment. A programme of professional learning with support materials for staff, will run throughout session 2016/17. This will lead to a consistent Authority approach to moderation within and across schools and clusters of schools, and a clear strategy for assessment, ensuring our evidence that supports teacher judgement, is robust and used to inform learning and teaching in order that we raise the attainment and achievement of our children and young people.
- 3.3 The Cabinet is invited to agree to approve North Ayrshire's response to the "Draft National Improvement Framework for Scottish Education" as detailed in the report.

4. Implications

Financial:	There are no external financial implications. Resources will come from existing budgets and the National Attainment Challenge Fund.
Human Resources:	None have been identified.
Legal:	None have been identified.
Equality:	None have been identified.
Environmental & Sustainability:	The Government are expected to support the long term roll out of the NIF Post Attainment Challenge Funds.
Key Priorities:	<p>This proposal supports the National Outcome Agreement:</p> <ul style="list-style-type: none"> ● Our young people are successful learners, confident individuals, effective contributors and responsible citizens. <p>The proposal supports the Single Outcome Agreement:</p> <ul style="list-style-type: none"> ● Children and young people are safe, healthy, active, aspiring and achieving. <p>This proposal supports the NAC Council Plan Priority 3 "Ensuring People have the Right Skills for Learning, Life and Work."</p> <ul style="list-style-type: none"> ● Self-evaluation and performance improvement are embedded throughout our schools and central support teams.
Community Benefits:	N/A

5. Consultation

- 5.1 There has been full and extensive communication and consultation with schools throughout this process. Feedback has been very positive, especially in terms of the increased range of assessments this proposal will offer.

A handwritten signature in black ink, appearing to be 'JB' followed by a stylized flourish.

JOHN BUTCHER
Executive Director (Education and Youth Employment)

Reference : JB/FH

For further information please contact John Butcher, Executive Director (Education and Youth Employment), on 01294 324411.

Background Papers

-

NORTH AYRSHIRE COUNCIL

Agenda Item 6

27 October 2015

Cabinet

Title: **Business Continuity Management Strategy**

Purpose: The purpose of the report is to outline the Business Continuity Management Strategy for the Council and the requirement for Services to develop and implement Business Continuity Plans.

Recommendation: The Cabinet is asked to approve the Business Continuity Management Strategy, as set out in Appendix 1

1. Executive Summary

- 1.1 North Ayrshire Council is a Category 1 responder under the Civil Contingencies Act (CCA) 2004 and the Contingency Planning (Scotland) Regulations 2005. The Council has a legal requirement under the Act to develop and maintain business continuity plans that will ensure, so far as is reasonably practicable, that it can continue to deliver critical activities in the event of a disruption. The Council also has a statutory duty to ensure that its plans are tested on a regular basis.
- 1.2 The aim of business continuity planning is to minimise service disruption by controlling risk and ensuring that services are able to provide critical activities during periods of disruption. Business Continuity is an on-going process of risk assessment and management with the purpose of ensuring that identified services can continue to be provided. The Council recognises that it cannot entirely eliminate the risk of a disruption to its service delivery; a residual risk will always remain. However, the Business Continuity Management (BCM) Strategy, and resulting business continuity plans, will help minimise the impact any disruption has upon the Council's service users and day-to-day activities.
- 1.3 The strategy developed for North Ayrshire Council is based upon the principles of ISO 22301 "Business Continuity Management Systems – Requirements", ISO 22313 "Business Continuity Management Systems – Guidance" and ISO 27001 "Information Security Management".

- 1.4 A review of the Council's Business Continuity arrangements and proposals for future development was conducted with assistance from the Council's insurers, Zurich Municipal, with recommendations used to form the strategy and plans.
- 1.5 The overall responsibility for ensuring that the Council has an effective framework lies with the Corporate Management Team, with the delegated responsibility for driving forward the business continuity agenda resting with the Executive Director (Finance and Corporate Support).

2. Background

- 2.1 Services have previously prepared business continuity plans but these plans, and the strategy they were based upon, are now out of date and have not been revised for several years.
- 2.2 The organisational and management structure of Council Services has changed and a new culture of ownership and awareness of business continuity needs to be created. Service Management Teams will be tasked with preparing new business continuity plans.
- 2.3 Initial work has been carried out with key contacts from each Council Services through the completion of a Business Impact Analysis (BIA) to identify the highest priority activities which will require the preparation of a recovery plan in phase 1. These activities are detailed for information at Appendix 2.
- 2.4 The Strategy follows the principles of risk management in identifying and assessing relevant activities which need to be provided, at some level, during a period of interruption. A risk assessment process has been used to identify the key activities, with each activity assessed using the Council's agreed risk scoring matrix.
- 2.5 A table top business continuity exercise was conducted in January 2015, involving various Council Services, which focussed on recovery of Largs Academy after a major fire. This exercise was used to assist with the evaluation of current plans and to provide development points for the strategy and new plans.

Preparation of Plans - Timetable

- 2.6 The Council will have two versions of the Business Continuity Plan template, one for Education establishments and another for all other activities. This was recommended by the Council's insurers, and from output from the table top exercise and the working group. This is consistent with the approach taken by other Councils in Scotland. Whilst not significantly different in structure, there are minor differences within the education template that are based on best practice, particularly in relation to disruption during an exam period.
- 2.7 A Corporate Business Continuity overview will be developed utilising information taken from all business continuity plans, providing IT mapping and recovery location details. Specific building plans will be established for main Council Offices, providing details of all critical activities contained within, allowing the Council to quickly identify the main services where service provision is critical.
- 2.8 The proposed timetable for the initial phase of business continuity development is as follows:

Task	Target
Approval of BCM Strategy by Cabinet	October 2015
Completion of business continuity plans for Priority 1 activities	February 2016
Identification of Priority 2 activities	March 2016
Completion of business continuity plans for Priority 2 activities	May 2016
Completion of business continuity plans for main Council buildings	June 2016

- 2.9 Thereafter it is proposed that an annual review is conducted to ensure that the list of priority 1 and priority 2 critical activities and the associated business continuity plans remain current.

Testing Regime

- 2.10 The purpose of testing and exercising is to validate and maintain the robustness of plans, raising awareness and ownership within the Service and across the Council. This will be achieved through table top exercises, with participation from multiple Services and with support from the Ayrshire Civil Contingencies Team. Normal interruptions experienced by Services over the year will also test plans and provide learning opportunities for plans to be revised.
- 2.11 The Ayrshire Civil Contingencies Team provide a co-ordination role with external partners and liaises regularly with the three Ayrshire Councils, the Health Board, emergency services and voluntary organisations. Where practicable exercises planned through the ACCT should include elements of business continuity allowing for a more integrated approach to civil contingencies, avoiding duplication of effort across Councils by developing shared testing scenarios.
- 2.12 A timetable for the testing of plans has still to be developed but it is anticipated that two tests are undertaken each year targeting the Priority One key business activities.

Resources

- 2.13 The responsibility for driving forward the business continuity agenda rests with the Executive Director (Finance and Corporate Support) and is delegated to the Senior Manager (Audit, Risk and Fraud) who provides a central support to all Services. Further support in the planning stages has been provided by the Council's insurers, Zurich Municipal, who can also assist with the co-ordination of plans and the preparation and facilitation of desktop exercises.

3. Proposals

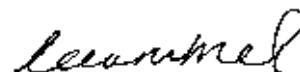
- 3.1 The Cabinet is asked to approve the Business Continuity Management Strategy, as set out in Appendix 1.

4. Implications

Financial:	None.
Human Resources:	None.
Legal:	None.
Equality:	None.
Environmental & Sustainability:	None.
Key Priorities:	Business Continuity management helps to ensure that the Council can continue to deliver its critical activities during a period of disruption.
Community Benefits:	None.

5. Consultation

- 5.1 The plan documents were reviewed by officers during a table top exercise and working group meeting.
- 5.2 Discussion also took place with nominated officers from each Service to identify the critical activities which will require recovery plans to be prepared.



LAURA FRIEL
Executive Director (Finance and Corporate Support)

Reference :

For further information please contact Paul Doak, Senior Manager (Audit, Risk and Fraud) on 01294-324561.

Background Papers

None.

BUSINESS CONTINUITY MANAGEMENT (BCM) STRATEGY

Version:	Final
Date:	07/10/2015
Author:	Paul Doak
Classification:	Public



North Ayrshire Council
Comhairle Siorrachd Àir a Tuath

BUSINESS CONTINUITY MANAGEMENT (BCM) STRATEGY

1 Background

1.1 Business Continuity Management (BCM) can be defined as:

‘A holistic management process that identifies potential threats to an organisation and the impacts to business operations that those threats, if realised, might cause, and which provides a framework for building organisational resilience with the capability for an effective response that safeguards the interests of its key stakeholders, reputation, brand and value creating activities.’

1.2 The Corporate Management Team (CMT) has overall responsibility for ensuring that adequate business continuity arrangements are in place across the Council. The Executive Director (Finance and Corporate Support) has the lead responsibility for business continuity; this is delegated to the Senior Manager (Audit, Risk and Fraud) to act as the focal point for the co-ordination, validation and review of the Council’s business continuity activity.

1.3 Effective Business Continuity Management delivers a number of tangible and intangible benefits to individual services and to the Council as a whole, including:

- Developing a clearer understanding of how the Council works;
- Protecting the Council and local people by ensuring that the Council can continue to provide key services in an emergency;
- Protecting the reputation of the Council;
- Supporting legislative compliance and good corporate governance.

1.4 This Business Continuity Management (BCM) Strategy provides the framework within which the Council will respond to a business interruption to restore and deliver continuity of key services.

2 Introduction and Scope

2.1 North Ayrshire Council will comply with the Civil Contingencies Act (CCA) 2004 and the Civil Contingencies Act 2004 (Scotland) Regulations 2005 by providing an effective framework for BCM and delivering a consistent approach to Business Continuity Plans across the Council.

2.2 The BCM Strategy and plans are based upon the following standards:

- ISO 22301 – Business continuity management systems – Requirements
- ISO 22313 – Business continuity management systems – Guidance
- ISO 27001 – Information Security Management

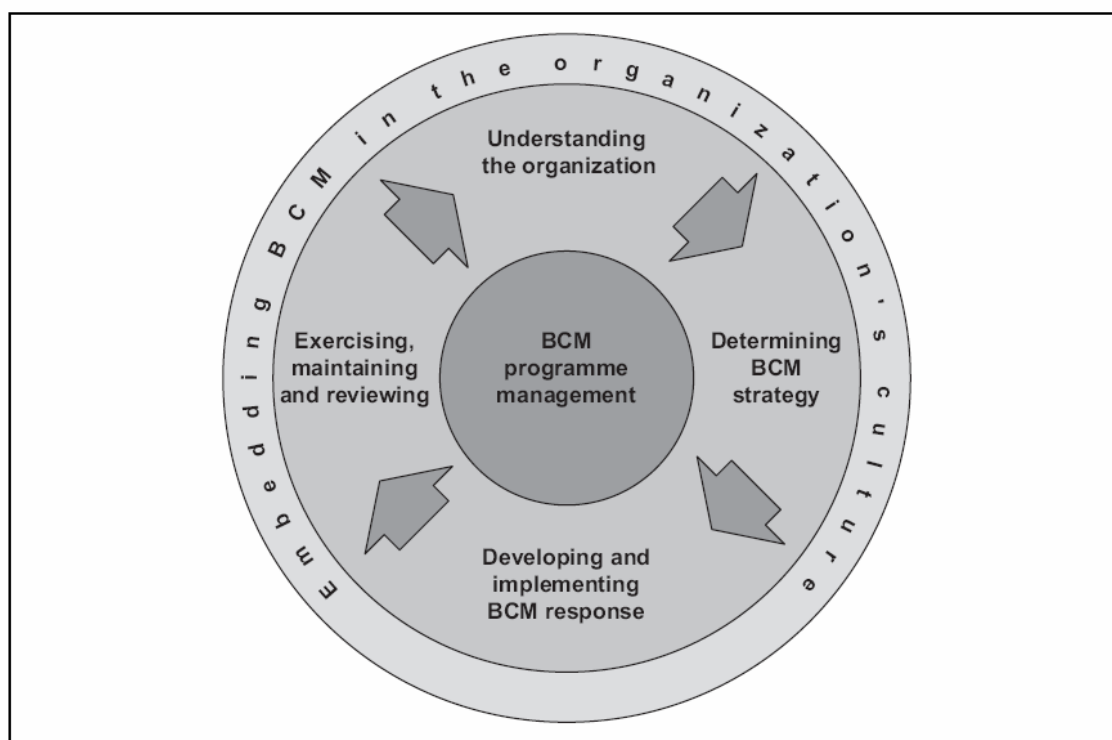
2.3 The strategy requires Council Services to demonstrate that they have business continuity arrangements in place to cover key functions and service areas.

- 2.4** The approach to business continuity within the Council is closely linked to risk management and this Strategy should be read in conjunction with the Council's Risk Management Strategy.
- 2.5** This strategy applies to all parts of the Council. Members of the Service Management Teams and critical recovery action plan owners play a key role in maintaining service delivery. The requirement to plan applies to activities identified as critical through the Council's business continuity methodology.
- 2.6** This includes the management of outsourced contracts, and requires those responsible for negotiating and managing them to ensure appropriate business continuity standards are included in contracts so that the service provider is able to deliver acceptable standards of service following a disruption to the Council or the supplying organisation.

3 Business Continuity Process

- 3.1** The process involves the following activities:

Figure 1 The business continuity management lifecycle



- 3.2** The paragraphs below outline how the various stages of this process will be implemented across the Council.

BCM Programme Management

3.3 This includes:

- Assigning responsibilities for implementing and maintaining the Business Continuity Management programme within the Council.
- Implementing business continuity in the Council – including the design, build and implementation of the programme.
- Setting up a framework for documenting key business activities and ensuring Business Continuity Plans are created for identified areas.
- The ongoing management of business continuity – including regular review and updates of business continuity arrangements and plans.

Understanding the Organisation

3.4 This involves using Business Impact Analyses (BIA) and risk assessments to identify critical deliverables, evaluate priorities and assess risks to Council services:

- Business Impact Analysis (BIA) – plan owners within services are responsible for identifying the critical processes and functions and assessing the impacts on the Council if these were disrupted or lost. BIA is the crucial first stage in implementing BCM and helps measure the impact of disruptions on the Council.
- Risk assessment – once those critical processes and functions have been identified, a risk assessment can be conducted to identify the potential threats to these processes.

3.5 A Business Impact Analysis template will be distributed to all services within the Council for completion and review on an annual basis. The completed templates are co-ordinated by the Council's Team Manager (Risk and Insurance).

Determining BCM Strategy

3.6 This stage in the process involves identifying strategies to mitigate loss and assess their potential effectiveness to maintain the Council's ability to deliver critical services and functions.

3.7 The Council's approach to determining BCM strategies will involve:

- Implementing appropriate measures to reduce the likelihood of incidents occurring and/or reduce the potential effects of those incidents.
- Taking account of mitigation measures in place.
- Providing continuity for critical services during and following an incident.
- Keeping under review services that have not been identified as critical.

Developing and implementing BCM response

3.8 The Council has developed, in accordance with best practice, two plan templates, one for Education establishments and another for Corporate functions across the Council.

- 3.9** Both Education and Corporate Business Continuity Plans will ensure that actions are considered for:
- The immediate response to the incident
 - Interim solutions for maintaining an emergency level of service, leading on to
 - Reinstating full services
- 3.10** The 'Local Authority Mutual Aid Memorandum of Understanding' provides arrangements for assistance and resources to each local authority in the event of an emergency which impacts on their operational capabilities. The affected local authority may request aid from one or more local authorities.
- 3.11** Business Continuity Plans are developed based on the results of each Service area's Business Impact Analyses. BIAs are issued by the Team Manager (Risk and Insurance) for each Service to complete for their own functions. The BIA assesses each area to determine the criticality of their functions. Three levels of criticality exist within the BIA:
- First Priority (Risk Score 12 to 24)
 - Second Priority (Risk Score 4 to 10)
 - Third Priority (Risk Score 1 to 3)
- 3.12** Business Continuity Plans will be developed for First and Second Priority functions as standard, while Third Priority functions will only have a plan developed if there is an identified benefit to doing so.

Exercising, maintaining and reviewing

- 3.13** This involves ensuring that Business Continuity Plans are fit for purpose, kept up to date and quality assured. A business continuity exercise programme will enable the Council to:
- Demonstrate the extent to which plans are complete, current and accurate.
 - Identify opportunities for participation of key staff and improvement.

Embedding BCM in the organisation's culture

- 3.14** This involves raising awareness and embedding a business continuity culture within the Council through the following:
- E-mail bulletins
 - Intranet pages
 - Sharing good practice through a Business Continuity liaison group
 - Reporting to the Council's Civil Contingency Planning Liaison Group (CCPLG), Corporate Management Team (CMT) and Service Management Teams (SMTs).
- 3.15** Contracts for goods and/or services deemed critical to North Ayrshire Council's business continuity will include a requirement for each nominated supplier to provide, for evaluation, a business continuity plan covering the goods and/or services provided. Every tender for critical goods and/or services will include business continuity as an element of the tender evaluation model.

4 Roles and Responsibilities

4.1 Responsibility for the business continuity management within the Council rests as follows:

- Elected Members approve the Business Continuity Management Strategy
- The Corporate Management Team (CMT) has overall responsibility for ensuring that the Council maintains plans to ensure that it can continue to perform its critical functions in the event of an emergency so far as reasonably practicable. The delegated responsibility for driving forward the Business Continuity agenda rests with the Executive Director (Finance and Corporate Support) whose remit also includes the Risk Management function which acts as a support mechanism in relation to BCM.
- Each Service Management Team will ensure that the BC Strategy is implemented within their service by approving their service specific Business Continuity Plans.
- Each Business Continuity Plan owner will ensure that the Council's overall BCM arrangements underpin every service delivery process for which they have responsibility and that where critical processes are identified any plan produced meets a minimum acceptable standard for response and recovery. Each plan owner will also carry out regular and systematic reviews of their respective plans.
- The Senior Manager (Audit, Risk and Fraud) will act as the professional lead for business continuity and is responsible for:
 - Reviewing and developing the Council's Business Continuity Management Strategy in line with industry best practice and the priorities of CMT.
 - Monitoring standards and compliance with policy.
 - Providing support and guidance to designated service Business Continuity Plan owners.
 - Maintaining the BIA process and ensuring that annual reviews are completed by each service.
 - Carrying out quality checks on each plan annually to ensure each one is accurate and acceptable.

5 Relationship to Other Plans

- 5.1** The NAC Civil Contingencies Plan (CCP) may also be implemented. The aim of the CCP is to enable management of the emergency situation affecting the delivery of Council services and/or the wider environment and includes a multi-agency response. Dependent on the severity and scale of the incident or emergency, the Council's BCP or CCP, or both plans could be activated.
- 5.2** The Council also operates an Emergency Centre Control Plan and Flood Plan, both of which should be read in conjunction with this document.

Critical Activities (2015)**Appendix 2**

This table will be reviewed annually to ensure risk scores remain accurate for identified critical activities and also to ensure new critical activities are recorded.

Service	Team	Risk Score	Plan Owner
Finance	Corporate Finance (Treasury)	20	M. Hogg
Finance	Scottish Welfare Fund	15	S. Humphries
Finance	Council Tax and NDR direct debits	15	S. Humphries
Finance	Creditors	12	T. Reaney
Customer, People and Corporate Support	Contact Centre	20	E. Gunn-Stewart
Customer, People and Corporate Support	Health and Safety	20	A. Young
Customer, People and Corporate Support	Service Desk	18	A. Blakely
Customer, People and Corporate Support	Networks and Servers	18	A. Blakely
Customer, People and Corporate Support	Data and Voice	18	A. Blakely
Customer, People and Corporate Support	Apps Team 2	18	A. Blakely
Customer, People and Corporate Support	Apps Team 1	15	A. Blakely
Customer, People and Corporate Support	HR Operations	15	A. Young
Customer, People and Corporate Support	HR Payroll	15	J. Hamilton
Customer, People and Corporate Support	IT Support (technician)	15	A. Blakely
Connected Communities	Arran Outdoor Education Centre	18	A. Sutton
Connected Communities	CARIS	12	A. Sutton
Connected Communities	Libraries (computer access)	12	A. Sutton
Economic Growth	Protective Services	24	S. McKenzie
Commercial Services	Building Services - Responsive Repairs Team	24	B. Borthwick

Service	Team	Risk Score	Plan Owner
Commercial Services	Meals on Wheels, Arran only (no service on mainland by FM)	24	K. Campbell
Commercial Services	School and Social Transport Provision	18	G. Mitchell
Commercial Services	Welfare Catering	18	K. Campbell
Commercial Services	School Catering	18	K. Campbell
Commercial Services	Fleet Repair and Maintenance Workshop	15	G. Mitchell
Commercial Services	Janitorial Services	15	K. Campbell
Commercial Services	Waste Disposal (WRCs/Transfer/Landfill)	15	W. Turpie
Commercial Services	Waste Collection (domestic /commercial)	12	W. Turpie
Commercial Services	Fleet Asset Management System	12	G. Mitchell
Physical Environment	Emergency Road Repairs	24	J. Smith
Physical Environment	Winter Weather & Emergency Procedures	24	J. Smith
Physical Environment	Maintenance of Traffic Signals	16	J. Smith
Physical Environment	Homelessness Assessment Prevention and Advice (HAPA)	15	T. Fitzsimmons
Physical Environment	Housing Support	15	T. Fitzsimmons
Physical Environment	Temp Accommodation	15	T. Fitzsimmons
Physical Environment	Serious Offender Liaison Officers (SOLO)	15	J. Cameron
Physical Environment	Housing Management & Investment	15	A. Diamond
Physical Environment	Asset Management	15	A. Ross
Physical Environment	Burial Grounds	12	F. Porter
Physical Environment	Rental team	12	T. Fitzsimmons
Physical Environment	Irvine Area Office	12	C. Nelson
Physical Environment	Kilwinning Area Office	12	C. Nelson
Physical Environment	Dalry Area Office	12	C. Nelson

Service	Team	Risk Score	Plan Owner
Physical Environment	Ardrossan Area Office	12	M. McManus
Physical Environment	Saltcoats Area Office	12	M. McManus
Physical Environment	Stevenston Area Office	12	M. McManus
Physical Environment	Kilbirnie Area Office	12	M. McManus
Physical Environment	Largs Area Office	12	M. McManus
Schools	Designated establishments for use as rest centres including liaison with other key Council services	20	D. Reid
Schools	Customer interface	15	D. Reid
Inclusion	Psychological Services	15	D. Reid
Health and Community Care	Care at Home Business Unit (Includes Community Alarm Service)	24	J. Davis
Health and Community Care	Montrose House	24	J. Davis
Health and Community Care	Anam Cara	24	J. Davis
Children, Families and Criminal Justice	Abbeycroft Children's Unit	24	J. Davis
Children, Families and Criminal Justice	Achnamara Children's Unit	24	J. Davis
Children, Families and Criminal Justice	Canmore Children's Unit	24	J. Davis
Children, Families and Criminal Justice	The Meadows Children's Unit	24	J. Davis
Children, Families and Criminal Justice	Mountview Children's Unit	24	J. Davis
Children, Families and Criminal Justice	Child Protection Team	24	J. Davis
Children, Families and Criminal Justice	Adult Support & Protection Team	24	J. Davis
Children, Families and Criminal Justice	Throughcare Team	12	J. Davis
Children, Families and Criminal Justice	Criminal Justice Team	12	J. Davis
Mental Health	Mental Health Officers	24	J. Davis

NORTH AYRSHIRE COUNCIL

Agenda Item 7

27 October 2015

Cabinet

Title: **Medium Term Financial Outlook and Financial Planning**

Purpose: To update Cabinet on (a) the current assessment of the medium term financial outlook for the General Fund Revenue Budget, (b) progress on refreshing the 10 year capital investment programme and (c) current and planned work streams in the next phase of Transformation.

Recommendation: Agree to (a) note the anticipated funding gap over financial years 2016/17 to 2018/19; (b) approve actions outlined at 2.4.6 to reduce the emerging funding gap; (c) note that current projections will be the basis of discussions with all political groups; (d) note progress in updating the 10 year capital plan; (e) note the medium and longer term action being taken to respond to the financial challenge; (f) accept a presentation to the next Cabinet meeting on next phase Transformation; and (g) approve the timescales for further reports to Cabinet / Council.

1. Executive Summary

- 1.1 This report provides Cabinet with an update on the key issues affecting the Council's current financial plans. It provides an overview of the wider financial environment alongside the current timelines and issues around the setting of the UK and Scottish Government budgets, noting the impact this has on the Council's medium term financial plans.
- 1.2 The report summarises the key issues affecting the Council's medium term financial plan alongside the actions which are being taken to address these. A high level assessment of the anticipated funding gap over the period 2016/17 to 2018/19 is outlined in the report.
- 1.3 An update on the work which is being undertaken to refresh the 10 year capital investment programme is summarised in section 2.4.8 of the report.

- 1.4 Section 2.5 of the report highlights the medium and longer term actions to assist the Council respond to the emerging financial challenge including; the refresh of the Long Term Financial Strategy, the further development of Outcome Based Budgeting and the development of the next phase transformation, Transformation 2.

2. Background

2.1 Budget 2015/16 to 2017/18

At its meeting on 9 December 2014 the Council set a balanced budget for the three year period 2015/16 to 2017/18 providing greater certainty for service planning and supporting the future financial sustainability of the Council. This was achieved through a commitment to deliver £19.4m of savings over the budget period.

At the time the budget was set the only condition related to a commitment to maintain the council tax freeze in 2015/16. A previous constraint in respect of teacher numbers had been suspended pending development of outcome measures in respect of educational attainment.

The report to Council noted the uncertainty re the grant funding level beyond 2015/16, the final year of the current Spending Review period, highlighting that a movement of 1% equated to around £2.6m.

The report also noted the significant risks around the Council budget:

- the potential impact of the current economic climate,
- uncertainty around future funding levels,
- impact of demographic changes,
- impact of welfare reform,
- health and social care integration,
- future workforce costs,
- delivery of all approved savings, and
- managing service delivery within approved resources.

2.2 Financial Outlook

Development of the Council's medium and long term Financial Plans is carried out in a complex environment. Some of the key issues are summarised below;

- A continuing challenging financial landscape, with the UK Government's July Budget anticipating that the UK budget will pick up in 2020/21,
- Continuing volatility across the global economies with financial commentators noting that "global financial stability is not yet assured",
- The impact of the performance of global economies on the UK and Scotland's economic performance,
- Continuing uncertainty across a range of factors which may impact favourably or adversely on the Council's financial position,
- The current and future impact of welfare reforms.

2.3 UK and Scottish Government Budgets

The July UK budget suggests a less significant cut in UK public sector expenditure in 2016/17 and 2017/18 than had been anticipated previously with the reduction to public sector expenditure now extending into 2019/20 with expected growth not emerging until 2020/21.

The July UK budget confirmed the need for £37bn of savings across the UK over the current Parliament. £12bn of this will be met from further Welfare Reforms and £5bn from additional tax revenues. The allocation of the remaining £20bn will be announced in the Chancellor's Autumn Statement on 25 November 2015. The balance of these savings between devolved and non-devolved budgets will impact on the Scottish Block through the Barnett formula.

The UK July Budget set a 1% cap on public sector pay. Whilst this is likely to be an influencing factor in the Scottish Government's consideration it is clearly a matter for the Scottish Government as it sets its Budget and allocates resources to the local government portfolio.

The Autumn Statement and associated Spending Review is taking place later than had been anticipated. The impact of this is that the Scottish Government is unlikely to be in a position to publish its budget and the detailed distribution at local authority level until December / January. At this stage it's not clear whether the Scottish Government budget will cover more than one financial year.

2.4 North Ayrshire's medium term financial plan

2.4.1 Review

Similar to previous years, work is being undertaken to review the assumptions in the current medium term financial plan. A number of factors are emerging which require to be drawn to members attention.

2.4.2 Grant Funding

It is anticipated that there will be a reduction to the level of Scottish Government funding for local authorities, the best estimate of the impact of this is a 1.6% per annum cash reduction on funding. For North Ayrshire this equates to about £4.6m per annum. It is assumed that this reduction will apply in each year until at least 2018/19. The 1.6% figure relates to the Scottish position, the actual impact of any change at a local authority level is dependent on how funds flow through the distribution mechanism, with some Councils gaining or losing more than others.

2.4.3 Teacher Numbers and Teacher / Pupil Ratios

Work to develop an outcomes approach to educational attainment has been suspended with the Scottish Government's commitment to maintaining teacher numbers and teacher / pupil ratios for the two years, 2015/16 and 2016/17, being reinstated. Similar to previous years there is a financial penalty for failing to meet targets. For North Ayrshire this would result in £1.101m of grant funding being withdrawn and the loss of £0.269m of additional funding, being the share of historic additional funding of £41m and the £10m additional resources in 2015/16 respectively to support teacher numbers. The requirement to maintain teacher numbers and ratios beyond 2016/17 is uncertain, with a current assumption that this will extend to 2017/18. The current 3 year budget had assumed savings of £1.3m in 2016/17 and £2.4m in 2017/18. Council could continue to progress with its planned redesign of education resulting in a reduction in teacher numbers and ratios if it was prepared to forego the grant funding noted above.

2.4.4 Other Pressures

Whilst the above are anticipated to have the most significant impact on the currently agreed financial plan, other pressures are emerging including;

- Workforce issues including the new national living wage and new European directives in respect of sleepover and travel to work,
- Significant potential contractual pressures within social care and in respect of implementation of the new statutory living wage,
- Social care pressures across all client groups and for new requirements around kinship care and carers,
- Loans fund pressures as grant support reduces over the medium term.

2.4.5 Health and Social Care partnership

The North Ayrshire Health and Social Care Partnership was established on 1 April 2015. The establishment of the Partnership requires a revision to the budget setting arrangements. The Council requires to agree the value of funds it will delegate to the Partnership, with the Partnership subsequently passing resources back to the Council to deliver services on behalf of the Partnership.

Setting the budget for the Partnership requires tri partite discussions to take place to understand the resourcing issues in both the Health and Local Authority components of the Partnership's budget alongside each agencies contribution to the Integrated Joint Board.

A key issue relates to the timing of budget setting with the Health budget normally not being finalised until just before the start of the forthcoming financial year.

2.4.6 Budget Review

The impact of the above has adversely affected the previously agreed medium term financial plan. An element of this is being offset by baseline budget adjustments and early delivery of previously agreed savings. Current estimates indicate a balanced budget for 2016/17 and an estimated funding gap of about £6.5m in 2017/18. The solutions to the emerging funding gap will include;

- A review of previously identified funding pressures,
- Identifying options to mitigate the emerging pressures,
- Bringing forward delivery of future year's savings
- Identifying other savings options,
- Applying flexibility across financial years.

The net impact of the above and a high level review of assumptions is an estimated underlying budget pressure of about £18.5m in 2018/19.

Given the medium term expectation it is imperative that the Council continues to develop a strategic and sustainable financial plan aligning resources to its strategic priorities.

2.4.7 Reserves Strategy

When the Council closed its Accounts at 31 March 2015 it agreed to allocate £3.486m to unearmarked reserves, this decision reflected the risks which were emerging in respect of the Council's medium term financial plan. The total value of unearmarked reserves is £10.344m, (3.2%). This is in line with CIPFA guidance which suggests that unearmarked reserves should be in the range of 2% to 4%, for North Ayrshire this equates to between £6.5m and £13m.

2.4.8 Capital Programme Refresh

At its meeting on 9 December 2014 Council approved a revision to its long term capital programme with more than £233m of investment anticipated over the period to 2022/23. At this time an undertaking was given to develop the approved programme out to 2025/26 to extend the programme to 10 years.

As noted above the allocation of Scottish Government funding, including capital grants, is not known beyond the current financial year. This will be available when the Scottish Government announces its budget in December/January.

The work which has been undertaken to date is noted below;

- Significant work has been undertaken with Services, including the Strategic Review of Education, to review current and consider new projects that require capital funding,
- Assessment of the revenue consequences of investment, including potential borrowing and day to day running costs,
- A review of the profile of the loans fund and Scottish Government grant funding,
- A review of current and projected capital receipts,
- Identification of opportunities to secure external funding.

This work will conclude at the start of next calendar year with a report being presented to Council at this time.

2.5 Medium to Long Term Response

2.5.1 Long Term Financial Strategy (LTFS)

The LTFS summarises the most significant pressures the Council anticipates alongside strategies to mitigate these. The Council approved its current LTFS in May 2013. The current Strategy indicates a further £9m of annual pressures post 2018/19. The Strategy is being reviewed currently and will be presented to Cabinet in February 2016 following the announcement of the Scottish Government budget. Future forecasting will be more challenging if the Financial Settlement is restricted to a single year.

2.5.2 Outcome Based Budgeting (OBB)

In the lead up to our budget setting for the three years commencing 2015/16 we developed the first iteration of our OBB model. The model helped develop options in support of the budget setting process.

Further work is being done to take the OBB model to the next stage to support the Council's decision making process and ensure that resources are directed to maximise delivery of the Council's key strategic priorities.

2.5.3 Transformation 2

The Council's Change Programme has supported delivery of almost £52m of savings since 2010/11. Recognising the significant financial challenge that the Council continues to face, work has been undertaken to develop the next phase of Transformation. The overarching objective of Transformation 2 is to support the Council on its good to great journey with the aim of being a leading council by 2020. A report will be presented to the next Cabinet seeking approval of Transformation 2.

2.6 Next Stages

The revenue budget will be presented to the Council meeting in December 2015 with the 10 year Capital programme following in early 2016.

3. Proposals

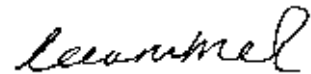
- 3.1 Agree to (a) note the anticipated funding gap over financial years 2016/17 to 2018/19 (b) approve actions outlined at 2.4.6 to reduce the emerging funding gap (c) note that current projections will be the basis of discussions with all political groups (d) note progress in updating the 10 year capital plan (e) note the medium and longer term action being taken to respond to the financial challenge (f) accept a presentation to the next Cabinet meeting on next phase Transformation and (g) approve the timescales for further reports to Cabinet / Council.

4. Implications

Financial:	The anticipated funding gap over the period 2016/17 to 2018/19 is summarised in the report. Work is in progress to confirm the financial pressures facing the Council together with potential solutions. Council will require to set a balanced budget for 2016/17 and future years.
Human Resources:	It is anticipated that delivery of savings will impact on the Council's future workforce. The Council will continue to actively manage the size of its permanent work force, vacancies, and temporary contracts together with selective use of voluntary severance and early retirement. Communication and regular consultation will continue to take place with the work force and Trade Unions.
Legal:	The Council requires to set a balanced budget each financial year.
Equality:	An equality impact assessment will be carried out for all options that will assist the Council to bridge its funding gap.
Environmental & Sustainability:	None
Key Priorities:	In addressing the financial challenge which the Council faces it will seek to minimise the impact this has on meeting its key priorities.
Community Benefits:	None

5. Consultation

- 5.1 Development of the Council's financial plans is carried out collaboratively across the Corporate Management Team and with the oversight of the administration through the Cabinet.



LAURA FRIEL
Executive Director (Finance and Corporate Support)

Reference :

For further information please contact Laura Friel on 01294-324554

Background Papers

0

NORTH AYRSHIRE COUNCIL

Agenda Item 8

27 October 2015

Cabinet

Title: **Local Transport Strategy 2015-20**

Purpose: To request approval from Cabinet to publish the Local Transport Strategy.

Recommendation: That Cabinet approves the finalised Local Transport Strategy 2015-20 for publication.

1. Executive Summary

- 1.1 In 2008, North Ayrshire Council published the 2008-2013 Local Transport Strategy (LTS). The document set out clear aspirations for transport investment within North Ayrshire as well as the longer term strategic objectives. The Local Transport Strategy forms part of a structure of local, regional and national transport strategies.
- 1.2 Through the LTS, the Council was able to provide a number of improvements to roads, public transport, and active travel. These improvements included the development of the Road Asset Management Plan, extension of various park and ride facilities at railway stations, provision of Real Time Passenger information on bus routes, and the introduction of a Council sponsored cycle to work scheme.
- 1.3 The Local Transport Strategy 2015-20 provides a vision for an integrated transport network for North Ayrshire that supports long term, sustainable, economic growth in the area, and reduces economic inequality through improving the accessibility and connectivity of communities to employment and local amenities and includes the following flagship actions:
 - Strengthen links to Glasgow
 - Increase the accessibility and awareness of i3 Irvine Enterprise Area.
 - Improve Ardrossan Harbour.
 - Develop Community Transport in North Ayrshire.

2. Background

- 2.1 At its meeting on 26 May 2015, Cabinet approved the public consultation of the Draft Local Transport Strategy. Consultation was carried out between 22 June and 31 July 2015.
- 2.2 The public consultation was carried out by e-mails sent out to all previous consultees, information and a link to a small questionnaire were provided on the Council's website and draft documents and questionnaires were placed in local libraries and Cunninghame House reception. In addition an advert was published in the Ardrossan & Saltcoats Herald, Arran Banner, Irvine Herald, Largs and Millport Weekly News and the Herald informing of the consultation.
- 2.3 At the closure of the consultation, thirteen on-line surveys, one written and three e-mail responses were received. A summary of these, and the relevant actions resulting from the comments is attached in Appendix 1.
- 2.4 As a result of the public consultation, the draft LTS has been amended where appropriate to reflect the comments received and this is can be viewed on the Council website at:

<http://www.north-ayrshire.gov.uk/Documents/PropertyServices/InfrastructureDesign/Roads/draft-lts-2015-20.pdf>

In addition two hard copies of the report have been left in the members lounge at Cunninghame House.

- 2.5 The actions contained within the delivery plan for the LTS include timescales (Short, Medium and Long) within the tables. The actions will be progressed throughout the lifetime of the LTS. An annual departmental assessment will be carried out to review progress on these actions.

3. Proposals

- 3.1 Cabinet is asked to note the contents of the finalised Local Transport Strategy 2015-20 and to provide approval to publish the document on the Council website.
- 3.2 A delivery plan is included within the strategy and proposals within it will be implemented and progressed by the Council and partners.

4. Implications

Financial:	There are no financial implications arising from this report although priorities emerging out of the LTS are likely to require funding through the Council Capital programme and/or external sources of funding.
Human Resources:	There are no human resource implications arising from this report.
Legal:	There are no legal implications arising from this report.
Equality:	No Equality Impact Assessment is required for this strategy as the needs of all transport modes and users have been considered when preparing the list of actions.
Environmental & Sustainability:	In order to comply with the Environmental Assessment (Scotland) Act 2005 and as required by EU Directive 2001/42/EC, the draft strategy has been subject to a Strategic Environmental Assessment. (SEA). The strategy will be accompanied by an Environmental Report which communicates the anticipated environmental effects of the strategy and sets out proposals for the monitoring of such environmental effects. Mitigation measures have been developed to avoid, reduce or offset adverse environmental effects of the strategy.
Key Priorities:	The North Ayrshire Local Transport Strategy supports the Council Plans and the Single Outcome Agreement. Specifically within the Council Plan the Transport Strategy contributes to :- growing our economy, increasing employment and regenerating towns; Working together to develop stronger communities; Supporting all of our people to stay safe, healthy and active; Protecting and enhancing the environment for future generations.
Community Benefits:	Not applicable.

5. Consultation

- 5.1 Extensive consultation was undertaken internally and externally to inform the content of the draft Local Transport Strategy as well as a workshop event which included North Ayrshire businesses, Council representatives, transport organisations.



KAREN YEOMANS
Executive Director (Economy and Communities)

Reference : DL/AB

For further information please contact David Lodge, Team Manager,
Transportation on 01294 324744

Background Papers

None

North Ayrshire Council Local Transport Strategy Public Consultation Responses and Subsequent Adjustments to Strategy

Date : **28 September 2015** *Distribution :*
Author : **Emily Seaman** **David Lodge** **North Ayrshire Council**
Reviewer: **Allan Spence**
Reference : **TPAAYLT1\77423**

SIAS Limited **www.sias.com**

37 Manor Place, Edinburgh EH3 7EB, Tel: 0131 225 7900, Fax: 0131 225 9229
 13 Rose Terrace, Perth PH1 5HA, Tel: 01738 621377, Fax: 01738 632887

1 INTRODUCTION

The North Ayrshire Local Transport Strategy (2015 – 2020) was developed during 2014 and the first half of 2015.

Consultation on the draft Local Transport Strategy was undertaken between Monday 22 June and Friday 31 July 2015.

Eleven responses were received to the consultation on the draft document.

Further responses were obtained regarding the strategy's associated Strategic Environmental Assessment Report which went out for public consultation at the same time. These are discussed in a separate Briefing Note.

This Briefing Note details the responses received, provides commentary in relation to these responses and details any subsequent changes to the draft Local Transport Strategy as a result of consultation feedback.

2 PUBLIC CONSULTATION FEEDBACK

The following tables present the 11 consultation responses received on the draft strategy, and details alterations to the strategy as a result of this feedback.



Table 2.1 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
South-west Scotland representative on Scottish Association for Public Transport (SAPT) Committee	Recent Statistics and Feasible Targets	There is a surprising lack of reference to statistics over the past 10 years on population, employment and road traffic, rail, ferry and bus flows within, and to and from, NAC – also an assessment of changes in movement on foot and by cycle. These would provide useful background information affecting the feasibility of changes and targets over the coming decade. Priorities should be set for the short term (2 years), the following 3 years and also probable priorities to 2025.	The addition of further statistics is deemed appropriate.	A range of social, economic and transport statistics have been included in Chapter 3 ‘Where are we now’ to provide greater context and highlight challenges for area.
		A 2015-20 Plan Period is too short.	It is the Council’s intention to review the Local Transport Strategy every 5 years. As such, the 2015 – 2020 strategy period is considered appropriate. It should be noted that the Actions contained within the strategy’s Delivery Plan have been assigned short, medium or long term timeframes for implementation. It is envisaged that actions assigned a medium and long time frame will not necessarily be completed within the 5 year time frame of the strategy. In this regard, the strategy does look further into the future.	No change made to strategy as a result of feedback.
		The four ‘flagships’ seem acceptable (though with reservations on the Irvine Enterprise Area) with a fairly modest rise in population possible and, at best, some rise in local employment (including working from home) relative to a dependence on travel to jobs out with NAC, mainly in Greater Glasgow. However, present population projections suggest a 4.7% fall by 2035.	No action required.	No change made to strategy as a result of feedback.



Table 2.2 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
...continued from previous table	...continued from previous table	There should be more specification of the expected, and desired, shift to greater dependence on movement by rail to and from the NAC area plus potential rises in bus use, walking and cycling	North Ayrshire Council have recently developed Key Performance Indicators for rail and cycling which will be included in the strategy.	Text added on p23 relating to rail and on p33 relating to Active travel.
		As part of an effective Delivery Plan, more attention should be given to the level and sources of funding for transport in the next five years and the five years following.	After discussion with North Ayrshire Council it was considered that the text regarding funding in Section 7.1 is considered sufficient.	No change made to strategy as a result of feedback.
		<p>The Draft Strategy needs to be strengthened to reflect the continuation of rising pressures on public funding while also raising the following points:</p> <ul style="list-style-type: none"> • the case for a greater shift from trunk road to rail and local transport funding (given the probability of a continuing fall in road traffic – especially over longer distances – and some rise in the use of rail and other public/community transport plus walking and cycling). 	<p>One of the strategy's key priorities is 'Reducing the negative impacts of transport on communities, businesses and the environment - To achieve modal shift from private car to sustainable transport and active travel'</p> <p>After discussion with North Ayrshire Council, this text is felt sufficient enough in defining the council's priority for modal shift.</p>	No change made to strategy as a result of feedback.
		<ul style="list-style-type: none"> • a stronger push for savings in the provision of supported public transport fully integrated with health and social care transport (as being pursued by SPT) offering an improved overall level of service. 	Action AS1 'Develop and Support Community Transport in North Ayrshire to better connect communities'. This is one of the strategy's 4 flag ship actions, and includes: working with SPT, South and East Ayrshire Councils, and other partnering organisations in healthcare to develop the West of Scotland Integrated Health and Social Care Transport Hub and considers the integration of public and community transport roles in this provision. It is therefore felt that the comments made are already being considered within the strategy.	No change made to strategy as a result of feedback.



Table 2.3 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
...continued from previous table	...continued from previous table	<ul style="list-style-type: none"> a priority review of 'free parking' policy to introduce charges for those parking for more than 2 hours in association with decriminalised parking providing funds to cover enforcement costs plus a modest surplus for spending on other aspects of equitable transport and access. 	North Ayrshire Council's Town Centre Parking Strategy (http://www.north-ayrshire.gov.uk/Documents/PropertyServices/InfrastructureDesign/Roads/town-centre-parking-strategy.pdf) notes that the Council is one of a small number of councils that provides free parking. Maintaining free parking is one of the strategy's Actions for Delivery.	No change made to strategy as a result of feedback.
		<ul style="list-style-type: none"> a call on the Scottish Government to review the present system of compensation to bus operators for providing free travel for pensioners and the disabled throughout Scotland with a system providing free (or low flat fare) travel restricted to local trips by bus, ferry, rail and other community modes with savings arising diverted to local transport and access budgets. 	This is considered to be out with the remit of the Local Transport Strategy.	No change made to strategy as a result of feedback.
		<ul style="list-style-type: none"> a similar review of RET ferry tariffs to provide greater incentives for those travelling without cars, greater security for 'island resident' travel at peaks and an easing of the additional shipping costs arising from intensified peaks in car use e.g. at Easter and over the summer 	<p>The Local Transport Strategy, Action EC10: Support & Monitor the effects and impacts on the roll out of RET, which includes ensuring the benefits are fully rolled out across all communities and that there is no dis- ferry demand management benefit to current ferry service users.</p> <p>In addition, Transport Scotland's <i>Research and Analysis of Options for Ferry Freight Fares</i> (http://www.transportscotland.gov.uk/research/j380832-00.htm) considers demand management of ferry services which includes reviewing freight fares.</p> <p>It is considered that the above cover the comments made.</p>	No change made to strategy as a result of feedback.



Table 2.4 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
...continued from previous table	Rail	SAPT considers that the best Ayrshire public transport links to Glasgow Airport are likely to be provided in the short-term by frequent, high quality bus links from Paisley Gilmour St rail station to the Airport, followed in the longer term (likely to be around 2024 as part of the City Deal for Greater Glasgow) by a direct interchange at Paisley to Airport-Glasgow Central rail services.	Strategy Action EC1 includes 'Investigating with bus operators the potential for a direct bus service between North Ayrshire and Glasgow Airport'. The use of 'investigation' does not preclude other potential options form being considered. After discussion with North Ayrshire Council, the text was retained.	No change made to strategy as a result of feedback.
		In the interests of NAC, the finalised strategy should also support through rail services from Ayrshire to Glasgow, central Lanarkshire and Edinburgh. Some Edinburgh-Glasgow via Carstairs services already operate through from Edinburgh to Ayr but completion of a direct electrified route from Glasgow Central to Edinburgh via Shotts by 2019 should permit faster and more frequent services from Edinburgh, reversing at Glasgow Central. Some of these services might terminate at Ardrossan Harbour rather than Ayr.		Text has been added to the strategy on page 23 taking note of the potential for additional future through rail services between Edinburgh and Ayr.
		Another consideration beyond the NAC area is that of staff and visitor access to the new Queen Elizabeth South Glasgow Hospital. Though path signposting needs to be improved (or a minibus shuttle provided), Cardonald Station is relatively close to the Hospital yet is served by only 2 of the 11 services per hour between Paisley Gilmour St and Glasgow Central. Improved NAC access to this hospital could be provided if the two present 'stopping' services per hour between Glasgow and Ayr also stopped at Cardonald. In the short term, those travelling to and from the hospital could be encouraged to change at Paisley Gilmour St to the service calling at Cardonald Station.	Flagship action EC1 covers 'strengthening links to Glasgow and Regional Centres' under which remit Queen Elizabeth South Hospital would be considered. In addition, Flagship Action AS1 considers access to healthcare centres as part of the West of Scotland Integrated Health and Social Transport Hub. As such, it is considered that the comments made will be addressed as the strategy progresses.	No change made to strategy as a result of feedback.



Table 2.5 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
...continued from previous table	...continued from previous table	Though mention is made of some further expansion of park and ride at selected NAC stations, free park and ride can encourage commuters living fairly close to stations to use the parking facility and can also reduce patronage on local buses. Consideration should be given to a modest charge for working day use of park and ride before 9am in the interests of reducing the need for car park extensions while also encouraging use of local buses for access or reliance on walking and cycling.	North Ayrshire Council's Town Centre Parking Strategy (http://www.north-ayrshire.gov.uk/Documents/Proper tyServices/InfrastructureDesign/Roads/town-centre-parking-strategy.pdf) notes that the Council is one of a small number of councils that provides free parking. Maintaining free parking is one of the Parking Strategy's Actions for Delivery. In addition, station car parks fall under Network Rail ownership. Issues around the use of car parks by non-rail users will be considered by Network Rail.	No change made to strategy as a result of feedback.
		Improved half-hourly rail frequency between Largs and Kilwinning OR introduction of direct services from Largs to Irvine/Ayr using a 'south Kilwinning' loop reopened for passenger services (with both also including restoration of double-track north from Saltcoats to Largs). These suggestions in the draft LTS merit further study. However the need for full double-tracking is queried given the expected substantial rundown of coal traffic from Hunterston. Track is already double between Saltcoats and Hunterston but with only one track electrified. A half-hourly passenger service would be unlikely to require more than electrification of the present section of un-electrified track north from West Kilbride to Hunterston (or a section from Ardrossan north to just south of West Kilbride). This would also reduce the costs of providing a new station for the extensive Ardrossan North housing area – only one platform rather than two would be required.	During the development of the strategy, discussion on this matter was undertaken with SPT, and the action worded as it is presented in the Delivery Plan. The detail surrounding the potential for increase services frequency will be investigated as the Action progresses.	No change made to strategy as a result of feedback.



Table 2.6 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
...continued from previous table	...continued from previous table	With respect to an enhanced frequency from Largs, the most realistic option may be to provide an additional hourly shuttle between Largs and Kilwinning, offering good connections with the half-hourly Kilwinning-Glasgow express services and with the four trains per hour already running between Kilwinning, Irvine and Ayr.	This detail is considered too specific for the LTS and would be developed as the Action AS3 progresses.	No change made to strategy as a result of feedback.
		The draft LTS makes no mention of new or relocated stations. It is suggested that this be amended to include a new station at Ardrossan North and a possible relocation of Fairlie station to a site at the north end of the village with significant car parking and the option of new ferry services. This would ease parking problems at Largs station while a relocated Fairlie would be closer to Kelburn Country Park & Largs Marina	Ardrossan North station was considered previously but the gradient was found to be too steep to consider further. The potential site of the station is now a residential development.	No change made to strategy as a result of feedback.
		A longer-term option would be to consider a reopened station at Drybridge on the Kilmarnock-Barassie line. This could offer links to housing and bus services into Irvine via the Enterprise Park. This would only become a potential project as and when the Kilmarnock-Barassie section of line is electrified with more frequent services via Kilmarnock to Glasgow.	This is considered a potential action for the much longer term that could be included in a future strategy.	No change made to strategy as a result of feedback.



Table 2.7 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
...continued from previous table	Ferries	<p>Ardrossan Harbour: The urgency of harbour and ship design improvements to improve service reliability at Ardrossan is fully supported. A target should be set for agreement on cost-effective improvements and means of funding for Arran service improvement (though also giving benefit for other ships using the port).</p> <p>In the short-term, attention should be given to timetable changes reducing transfer times between train and ship. At present, Ardrossan Harbour has an hourly rail service to Glasgow but this does not fit well with ship times e.g. the 9.45 summer service from Brodick involves a 56 minute wait at Ardrossan before the train departs; the 13.50 service from Brodick involves a 51 minute wait at Ardrossan. A possible early solution would be to focus on improved connections to and from rail with one ship operating every 3 hours from Brodick and from Ardrossan with transfer times to and from the rail service cut to around 15 minutes. In summer, the second vessel operating on the route could also offer 3 hour round trips giving a sequence of alternate 1 hour and 2 hour gaps between sailings but fitting well with the rail timetable.</p> <p>In the medium term, the optimum solution may be a new ship design allowing crossings in 42 rather than 55 minutes with 2 ships providing an hourly service between Easter and the October school break and every 2 hours over the rest of the year.</p>	<p>Timetable changes are currently being considered by CMAL in relation to improvements to be made in light of the roll out of R.E.T. Network Rail are also involved in the early stages of discussion with CMAL on the integration of rail and ferry times.</p> <p>Improved connectivity between ferry and rail services will be progressed under Action IN1: Undertake a North Ayrshire-wide audit of bus-rail-ferry connectivity, interchange time and integrated ticketing. As the action progresses, the level of detail presented in the feedback will be considered.</p>	No change made to strategy as a result of feedback.



Table 2.8 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
...continued from previous table	...continued from previous table	<p>With respect to the potential for other services from Ardrossan, SAPT has reservations about the costs and level of benefits of an improved Campbeltown service. Greater benefits for Campbeltown and Kintyre may come from changing Irish Sea crossings from Cairnryan to give interconnecting links to Larne and Campbeltown over the Easter to October period. Greater benefits for NAC may come from:-</p> <ul style="list-style-type: none"> • reviving proposals for an Ardrossan-Tarbert vehicle ferry (also making some calls at Brodick) • attracting some Waverley excursions and other cruise ships to Ardrossan • attracting the Troon-Larne Easter to October fast service to operate from Ardrossan with the added benefit of direct rail connections at Ardrossan. 	<p>The inclusion in the strategy of improvements to the Ardrossan-Campbeltown route was made at the request of the North Ayrshire Council Director of Economy and Communities.</p> <p>With reference to the bullet points noted, North Ayrshire Council while considering these to have merit feel the scope of the proposals is out with the Councils remit.</p>	No change made to strategy as a result of feedback.
		<p>Great Cumbrae Services: At present, the ferry service operates from Largs but adds to congestion in the town centre and involves a 600 metre street walk from the rail station plus a bus connection into Millport. A longer term alternative worth investigation would be move the vehicle ferry to the short route from Fairlie North to Keppel with Fairlie station relocated with an associated short covered walk to the ferry and with rail service frequency raised from hourly to half-hourly. Cycle hire facilities could be provided at Keppel and a shorter bus shuttle route would be required to Millport centre.</p> <p>This change would cut public transport trip times between Millport, Kilwinning and Glasgow by some 20 minutes – helping to attract more visitors to Great Cumbrae and also cutting commuting times from the island. There is also potential to examine the introduction, as on Loch Lomond, of seasonal passenger-only services between Millport Pier, Keppel, Fairlie, Largs and Wemyss Bay or direct to Rothesay. An extension from Millport to Kilchattan Bay may also prove feasible.</p>	<p>North Ayrshire Council has been considering the splitting of pedestrian and vehicle services between the current slip and Largs marina. This is likely to be further investigated. As this is already on-going, the Council considers this to be out with the remit of the strategy Delivery Plan.</p>	No change made to strategy as a result of feedback.



Table 2.9 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
...continued from previous table	Buses, Community Transport and Taxis/Private Hire	<p>There is a need for greater definition of what is meant by community transport and how this relates to an expansion of Demand Responsive Transport (DRT). In the Draft LTS, there is surprisingly little reference to the taxi/private hire sector though there is reference to the need for better integration with health, social care and school transport. The treatment of transport by mode also obscures the importance of smart, integrated ticketing ensuring that users are not penalised for making trips requiring changes between bus companies and/or to and from rail and ferry services.</p> <p>SAPT's preference is to highlight the difference between scheduled bus (rail and ferry) services and others available on a DRT basis but with a high quality of provision for interchange between DRT and scheduled modes. In some cases, it is likely that part of a bus route may have a published timetable but with sections operating on a DRT basis, especially in the evenings. Community transport is expected to include an increasing element of DRT and bids for service provision in defined areas. Bids will come from both commercial operators and 'social enterprise' companies raising issues related to 'fair competition' for bids not mentioned in the draft LTS.</p>	<p>Integrated ticketing is considered under Action IN1.</p> <p>The role of taxis in providing for health and social care forms part of Action AS1 as part of the development of the West of Scotland Health and Social Care Transport Hub.</p>	Text added to strategy in Section 5.2.2 to provide greater definition of Community Transport.
		SAPT's view is that no public funding should be available for bus companies unless they agree to the terms of quality partnerships or contracts involving vehicle standards and integrated ticketing – and also include local authority action to improve the reliability of services.	North Ayrshire Council will take on-board this view as the strategy progresses.	No change made to strategy as a result of feedback.



Table 2.10 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
...continued from previous table	...continued from previous table	<p>Much work remains to be done in these areas but it is requested that the following points be considered:</p> <ul style="list-style-type: none"> Draft LTS proposes a possible introduction, or extension, of bus services direct from NAC to the Braehead and Silverburn shopping centres. This is likely to be less effective than a stronger focus on frequent bus links (or DRT availability) to, or passing, rail stations coupled with through ticketing and information available on links from Paisley Gilmour St station to Braehead and Silverburn (and also to centres such as Glasgow Airport and Paisley RAI which is used by patients from parts of North Ayrshire. 	<p>After further discussion with North Ayrshire Council, their position is that focusing on links to town centres in North Ayrshire is of key importance for the local economy (and ties in with the Council's policy on free parking). As such, it is considered that any discussion about links to Silverburn and Braehead be removed from within the body of the strategy document and also from Action EC1 in the Delivery Plan.</p>	<p>Mention of Silverburn and Braehead removed from within the body of the strategy document (p29) and also from Action EC1 in the Delivery Plan.</p>
		<ul style="list-style-type: none"> Similarly, publicity should be increased for the ability to change at Kilwinning rail station to the frequent bus service already operating between Ardrossan, Crosshouse Hospital and Kilmarnock). Identification, and added publicity, for key local bus routes operating at least every 15 minutes in the main daytime period and half-hourly in the evenings. 	<p>North Ayrshire Council considers that an action relating to publicity of public transport is of merit and will be included in the strategy.</p>	<p>Additional action IN2 has been added to the Delivery Plan to specifically address publicity.</p> <p><i>IN2: Increase publicity and available information for the public relating to transport mode integration and ease of transfer between modes at a variety of suitable locations including integrated ticketing availability</i></p> <p>Additional text also added to Action AS2 regarding current publicity of public transport.</p>



Table 2.11 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
...continued from previous table	...continued from previous table	<ul style="list-style-type: none"> Study of options for Garnock Valley service improvements with improved daytime connections from Kilbirnie and Beith to Glengarnock rail station (also improving frequency from Beith to the new school campus at Glengarnock). A suggested option would be to raise the Kilbirnie-Beith daytime local service frequency from hourly to half-hourly with the service giving better access to housing on the west side of Beith by rerouting via Chestnut Avenue with alternate services extended via Head St to the Geilsland/Spiers Country Park zone and to Paisley via Lochwinnoch, Linwood and RAI. This would restore a half-hourly rather than an hourly service between Beith and Paisley. In the evenings, DRT links would be provided to Glengarnock and Lochwinnoch rail stations, also serving local trips within Kilbirnie and Beith. 	<p>The detail contained within the comment is considered to be too specific for inclusion in the LTS. SPT has highlighted the continually stretched funding for subsidised bus services. As it progresses, Action AS2 relating to the audit of bus services will highlight where deficiencies in the network are and how any unmet demand could be catered for.</p> <p>In addition, as part of the development of the Garnock Valley campus (due to open 2017), connections to the campus are being considered as part of the Planning Application.</p>	No change made to strategy as a result of feedback.
	Roads and Parking	SAPT agrees with the need to review the local road hierarchy but this should be done in association with some shift from trunk road spending to local transport. Given pressures on public funding, there may be a case for delaying completion of the A737 Den realignment but with priority retained for A737 Beith Bypass improvements and for the A737 Dalry Bypass.	This is out with the remit of North Ayrshire Council and falls to Transport Scotland decision makers.	No change made to strategy as a result of feedback.



Table 2.12 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
...continued from previous table	...continued from previous table	Pending decisions on resolving trunk traffic problems in Kilwinning, it is suggested that greater priority be given to improvements on the already more heavily used B714 road direct from Dalry to the A78 Three Towns Bypass together with a short connection to the B780/B781 Dalry-West Kilbride road. This would further reduce traffic through Dalry Town Centre, give a better link from Glasgow to Ardrossan Harbour and provide an alternative to passing through Kilwinning if going to and from Irvine and points south.	North Ayrshire Council's Roads Department are already considering upgrades to the B714. In addition, this is being considered as part of the North Ayrshire Strategic Routeing Study (on-going) . Investigating potential improvements to the A737(T) through the Strategic Routeing Study is covered under LTS Delivery Plan Action EC1.	No change made to strategy as a result of feedback.
		Since much HGV traffic through the Garnock Valley to Irvine and the south presently uses the B777 through Gateside and then a minor road to access the A736, the situation in Kilwinning could be further eased at relatively low cost by providing a Gateside bypass and upgrades to the minor road link to the A736 already used by HGVs. Such a route, better graded than the existing B706 route through Barrmill, could also attract car and light van traffic using the B706 to link from the A737 at Beith to the A736.	North Ayrshire Strategic Routeing Study (on-going) considers the potential options to address traffic problems on the B777, B706 and A736. Investigating potential improvements through the Strategic Routeing Study is covered under LTS Delivery Plan Action EC1.	No change made to strategy as a result of feedback.
		As mentioned in the introduction, the policy of retaining free parking should be reviewed in favour of charges for daytime parking longer than 2 hours. This would also make it easier for those wishing to park in town centres for short periods – but often unable to do so at present due to cars parked throughout the day.	North Ayrshire Council's Town Centre Parking Strategy (http://www.north-ayrshire.gov.uk/Documents/PropertyServices/InfrastructureDesign/Roads/town-centre-parking-strategy.pdf) notes that the Council is one of a small number of councils that provides free parking. Maintaining free parking is one of the Parking Strategy's Actions for Delivery.	No change made to strategy as a result of feedback.



Table 2.13 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
...continued from previous table	...continued from previous table	At some locations, not in the immediate area of town centres, consideration should be given to introducing small-scale bus park and ride sites – also giving some extra space for those whose only current choice is to park overnight on relatively narrow streets often with long-term parking on both sides of these streets.	This has previously been considered by North Ayrshire Council for both Irvine (at the old Volvo Plant site) and at Beith. The Irvine site was not progressed due to difficulties and the Beith site is a much longer term aspiration which is reliant on amendments to the A737(T). As such, reference to such P&R sites were not included within the strategy.	No change made to strategy as a result of feedback.
		The finalised LTS should clarify policy on the extension of 20mph speed limits	As yet the Council has not got a formal policy on 20mph zones for residential streets. As such there is no reference to 20mph zones within the LTS and any request for such a zone to be implemented is considered on its own merit.	No change made to strategy as a result of feedback.
	Walking & Cycling	SAPT welcomes the draft LTS efforts to improve facilities for walking and cycling, including widened networks. The perception is that walking, and especially cycling, have risen in recent years, including a larger leisure element as well as travel to work or education. More evidence is needed on the rate of increase. It still seems modest even allowing for the fact that the use of public transport (and even of some car parks) involves a significant level of daily walking and some rise in cycle carriage by train. Realistic targets for the future need to be set in line with evidence of what efforts are most successful in increasing walking and cycling.	Some additional information with regards travel to work mode of travel for 2001 and 2011 has been included in Chapter 3 of the LTS and includes data relating to walking and cycling. Key Performance Indicators (KPI) have been set by the council regarding Cycling and have been included in the LTS document.	LTS updated at Page 33 to reflect recently developed KPIs for Cycling.



Table 2.14 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
...continued from previous table	...continued from previous table	But space for cycles on trains is severely limited at peak periods and non-existent on buses. The LTS, in line with ScotRail Abellio plans, should highlight greater provision of secure cycle parking at rail stations plus expanded cycle hire in Glasgow and also in some areas with good rural/coastal cycling networks.	Network Rail and SPT are currently looking at expanding cycling provision at various stations throughout North Ayrshire. Measures to increase mode share by walking and cycling are covered by North Ayrshire's Outdoor Access Strategy and Strategic Walking and Cycling Action Plan, which is covered by Action EN1 in the LTS Delivery Plan. In addition, LTS Action IN1 considers integration between travel modes.	No change made to strategy as a result of feedback.
		The LTS does mention the severe conflict between vehicles, cyclists and pedestrians on the coast road between the Largs ferry terminal and Millport town. This offers scope for an early 'win', and a publicity boost for Great Cumbrae, by closure to motorised traffic (apart from emergency vehicles) of the present coast road between the ferry terminal and Keppel pier. There is an alternative and more direct road from the ferry terminal to Millport which could accommodate more motorised traffic, possibly with slight modifications at two bends. Consideration should be given to introducing this change in 2016 or 2017 in association with a general speed limit of 20mph for motorised traffic on Great Cumbrae (where the circular route round the island, as well as the route between the ferry terminal and Millport, is used by substantial numbers of walkers and cycling – and for the most part lacks pavements).	This will be progressed under LTS Delivery Plan Action EN1.	No change made to strategy as a result of feedback.



Table 2.15 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
...continued from previous table	Climate Change Issues and Strategic Environmental Assessment (SEA)	These are omitted from the draft LTS yet there should be some mention of their implications for local transport budgets, flood protection and reduced carbon emissions. A particular issue in NAC could be impacts on Ardrossan Harbour redesign, protection or relocation of parts of the coastal trunk road between Ardrossan and Seamill and between Largs and Skelmorlie. At some stage a rail relocation inland (which could incorporate parts of a former rail route) may be required between west Stevenston and Ardrossan. Comments on the SEA evaluation are given in the ANNEX.	The ANNEX comments have been passed on to the Environmental Consultants. A separate note is provided detailing any changes to the Strategic Environmental Report (S.E.A) Report as a result of consultation feedback.	No change made to strategy as a result of feedback.
Bruce Kiloh, Head of Policy & Planning Strathclyde Partnership for Transport		SPT welcomes the opportunity to be engaged throughout the development of the Local Transport Strategy. Having had this opportunity we are generally supportive of the priorities and flagship actions set out in the draft LTS. Having reviewed the consultative draft of the LTS there a few areas on which we would wish to comment in general as well as specific comments on the detail of the text. General Comments: STAG based approach. Whilst we welcome the significant level of consultation and engagement which has informed the development of the LTS, we are concerned about the lack of a STAG basis for the formulation of the Delivery Plan.	The addition of further statistics is deemed appropriate.	A range of social, economic and transport statistics have been included in Chapter 3 'Where are we now' to provide greater context and highlight challenges for area to underpin the strategy.



Table 2.16 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
...continued from previous table	...continued from previous table	<p>Bus market:</p> <p>A significant number of the challenges, opportunities and emerging actions identified within the draft LTS relate to influencing and altering the bus network. We note that that the commercial nature of the bus market and the limited public resources available to fill socially necessary gap in the commercial network, is acknowledged. Given these limitations you may wish to consider whether the language used is overly ambitious and may create unrealistic expectations around what is likely to be achieved.</p> <p>Provision for public transport Section 5.1 and 5.2: There seems to be an imbalance as regards the relative importance of public transport modes. In section 5.1 the focus is predominately on rail. Whilst rail and ferry are a key part of the public transport offering for local people and communities, buses are the predominant public transport mode. The bus network therefore has a key role to play in relation to residential, employment, leisure etc opportunities. All modes of public transport should be considered in a holistically.</p>	<p>Section 5.1 of the LTS focuses on <i>Providing for Business Growth, Employment Opportunities, and Tourism</i> – for whom bus use is less of a key issue – although use by visitors/tourists is important.</p> <p>Text is more heavily focussed on travel by bus in Section 5.2 when <i>Providing for Local people and Communities</i> is discussed and it is considered a significant issue in terms of social accessibility.</p> <p>Action AS2 says ‘Undertake an audit of public transport provision’ and does not necessarily promise any specific delivery.</p>	<p>Language in Action AS2 toned down with regards the provision of subsidised services in order not to raise expectations, especially in light of squeezed funding for such services.</p> <p>Text added on p 24 of the strategy to reflect the importance of the bus network for accessing employment and providing a wider skills base from which businesses can draw.</p>
		Specific Comments Page 17, paragraph 4 bold text: Suggest the addition of options for infrastructure improvements after faster services to read “The potential for increased service frequency, faster services and potential infrastructure improvements from the North Coast villages to Glasgow should be explored.” In order to change the service frequency etc., infrastructure would have to be improved		Text altered (on Page 23) to reflect requested change.



Table 2.17 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
...continued from previous table	...continued from previous table	Page 17 – Paragraph 3, first sentence: Suggest rewording as “The North Coast is less well catered for by rail. Current line capacity means that rail services from Largs to Glasgow (calling at Fairlie, and West Kilbride), operate on an hourly frequency and are semi-fast services.” This is to clarify the situation with regards to the 3 towns Kilwinning and Garnock Valley stations, which have more than an hourly frequency. Also as the service doesn’t stop at every station on the route they should be considered as semi-fast rather than non-express. In addition, the following rewording of the text in is suggested: “To improve the accessibility of Irvine by rail from our northern communities we need to investigate the potential for the opening of the Kilwinning West Freight line to passenger services, while taking cognisance of the potential impact on freight movements between Hunterston and Ayr and the availability of currently operating bus services and any potential impact on their operation. Any service utilising this curve would also be dependent on improvements between Largs and Ardrossan to increase line capacity.”		Text altered (on Page 23) to reflect requested change
		Page 17 – Paragraph 4: The use of rail network for the movement of goods and supplies is being considered as part of the Ayrshire Freight Strategy currently being developed by North Ayrshire, Ayrshire Roads Alliance and SPT. The LTS should reflect this.		Text altered (on Page 23) to reflect requested change.



Table 2.18 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response	Comments	Adjustment to LTS
...continued from previous table	...continued from previous table	Page 18 – Paragraph 3: Further references required to the Ayrshire Freight Strategy currently being developed by North Ayrshire, Ayrshire Roads Alliance and SPT. References to Freight Route Map should be replaced with Freight Route Network. Only once the network is developed can a map be produced.	Text altered (on Page 25) to reflect requested change.
		Page 20, paragraph 4 - Arran: Remove "...and support SPT in the provision of low floor buses." All buses operating on Arran are now low floor.	Text removed (on Page 27) to reflect requested change.
		Page 21, 2nd last paragraph: "By understanding the current level of transport provision in our varied communities and locations, we aim to ensure that there is equality in the level of provision throughout North Ayrshire." While we understand the need to understand the levels of transport provision across the council area, the aim of equality of service provision across communities is unrealistic. With around 70% of the population of North Ayrshire, it would be unrealistic, and unsustainable for there to be equality of transport provision across all part of the council area. Suggest that the second part of the sentence is reworded to read "...we aim to provide suitable and appropriate provision throughout North Ayrshire."	Text altered (on Page 28) to reflect requested change.
		Page 22, 1st paragraph, 1st line: Add education between to ...a range of work and social related purposes...	Text altered (on Page 28) to reflect requested change.



Table 2.19 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response	Comments	Adjustment to LTS
...continued from previous table	...continued from previous table	Page 22, 1st paragraph, 2nd last line: Remove "...in enhancing accessibility..."	Text removed (on Page 29) to reflect requested change.
	...continued from previous table	Page 22, 3rd paragraph: The opportunity to work with Abellio to increase bike parking at stations in North Ayrshire should be brought out. Also maintenance of current cycle infrastructure is a key issue that is essential to encouraging behavioural change.	Text added (on Page 29) to reflect requested change.
	...continued from previous table	Page 22, last para and page 23, 1st para: While we acknowledge the importance of providing links to regional retail centres as well as town centres, we would suggest that improving access to the likes of Silverburn and Braehead is at odds with encouraging town centres to thrive. In addition, it is noted that commercial services to these regional centres have been withdrawn over recent years, suggesting that the demand for such services is limited.	Text removed (on Page 29) to reflect requested change.
	...continued from previous table	Page 24, 1st paragraph, bold text: Add at end of paragraph "...within available budgets."	Text altered (on Page 30) to reflect requested change.
	...continued from previous table	Page 24, 2nd paragraph: update figure to over £4m in funding (quoted at £3.6m) to reflect current spend.	Text altered (on Page 30) to reflect requested change.



Table 2.20 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response	Comments	Adjustment to LTS
...continued from previous table	...continued from previous table	Page 25, 5th paragraph – parking enforcement: From our understanding, the information provided here is somewhat misleading. Suggest that the paragraph is reworded slightly with a more positive view – i.e. that while there are isolated incidents which cause issues, in developing the business case no large scale problem was identified in North Ayrshire. Otherwise it appears to come across that there is a significant issue (it is noted as a primary concern for local people) which the Council is not willing to address, when this isn't the case.	Text altered in 'Providing for Parking' section (on Page 31 & 32) to reflect requested change.
	...continued from previous table	Page 27, 1st paragraph , bold text: Specific reference should be made to NHS Ayrshire and Arran as access to healthcare isn't only about access by a variety of transport modes it is also about the way in which health services are provided, appointments arranged etc.	Text added (on Page 33) to reflect requested change.
	...continued from previous table	Page 27, 3rd paragraph: "as yet there is no representation on the Programme Board from potential North Ayrshire stakeholders". Update - The Director for North Ayrshire Community Health and Care Partnership is representing NHS Ayrshire and Arran on the Integrated Transport Hub Programme Board with discussions on-going with North Ayrshire Council about them participating in the Hub.	Text updated (on Page 34) to reflect requested change.



Table 2.21 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
...continued from previous table	...continued from previous table	Page 29, Objectives Accessibility and Social inclusion - “Ensure good travel mode accessibility by all transport modes for all users”: While the premise of this objective is supported, the wording is somewhat confusing and the aspiration would be incredibly difficult to deliver against as well as measure. Suggest re-word as – Improve accessibility by all travel modes for all users. Environment – “Reduce transport emission by:...Demand Management”: Demand Management did not emerge through the issues and opportunities nor does it come out in the Actions other than in relation to parking levels at Kilwinning Park and Ride. We would therefore question the scope of this aspect of the objective, how it is to be achieved and progressed. Integration – “Improve travel mode service integration, information and ticketing”: This objective is difficult to understand. Suggest re-wording as “Improve transport integration, ticketing and information provision.		Reference to ‘demand management’ removed from objective diagram as requested.
		Page 32, Section 7.2 – Capital budget: It should be noted that while a number of the proposals identified within the draft LTS do fit with the work streams set out in SPT’s Regional Transport Strategy Delivery Plan 2014-2017(RTS DP) the RTS DP does not include any funding commitment, although Capital Bids are assessed in relation to their fit with the DP. In addition in the SPT capital program only the current year is approved, years 2016/17 and 2017/18 are only indicative at this stage, and not committed, as our general capital allocation is determined on a year to year basis. We would ask that the text is amended to reflect this.		Text altered (on Page 39) to reflect requested change.



Table 2.22 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response	Comments	Adjustment to LTS
...continued from previous table	...continued from previous table	Action EC1: Suggest this action is reworded to “Strengthen link to Glasgow and regional centres” This would reflect the sub actions set out under this action, the majority of which do not relate to connectivity to Glasgow but regional connectivity as a whole.	Text changed in Action EC1 of Delivery Plan and throughout body of strategy where stated.
		Action EC2: Repword the main action as “Work with SPT and Ayrshire Roads Alliance to develop and implement the Action Plan emerging from the Ayrshire Freight Strategy, including ...” This would reflect the current status of the Strategy.	Text changed in Action EC2 of Delivery Plan as requested.
		Action AS2: Replace reference to Quality Bus Partnerships with Statutory Quality Partnerships.	Text changed in Action AS2 as requested.
		Action AS4: there is likely to be duplication between this action and Actions AS1 and AS2.	Action AS4 was added at direct request of North Ayrshire Council Economy & Communities officers. It is recognised there may be overlap.
		Action AS8: Anticipated Delivery Partners – include Bus operators and Job Centre.	Text changed in Action AS8 as requested.
		Action EN2: Demand management option for Kilwinning Station should NOT include charging for use of the Park and Ride site unless charges were to be refundable against the use of rail tickets.	Action EN2 does NOT include reference to charging at P&R sites. Any decision on such charging would be under the remit of Network Rail and Scotrail.



Table 2.23 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
...continued from previous table	...continued from previous table	Action EN3: Remove Network Rail as an anticipated Delivery Partner.		Network Rail removed from Action EN3 as requested (their inclusion was in error).
		Action IN1: The timescale for this action should be long to reflect the timescales that would be required to implement intermodal and smartcard ticket. Suggest the removal of the "...and develop integrated ticketing between operators and modes." It should not be an aspiration to develop an inter-operator, inter-modal, ticketing scheme in isolation from the Regional/National scheme being developed by SPT and TS.		Timescale for Action IN1 changed to be Long-term.
Bill Calderwood, Arran Community Council		<p>Arran Community Council has reviewed NAC's Draft Transport Strategy and recognise the depth of analysis and detail which is available. We welcome the proposal to use the strategy to "address some of the economic challenges and opportunities" faced. It is also good to read that the LTS will be integrated with the EDRS and other council objectives. We would submit the following comments for your review and consideration and hope that they help to complement the extensive plans already being proposed. Our points are specifically focused on Arran related issues which we are sure you will understand.</p> <p>The short to medium term priorities include some aspects to address Arran needs and we support them and hope that the following add value to the exercise. We will address our comments to cover each of the four key actions as follows:</p>	This is a general comment on the strategy.	No change made to strategy as a result of feedback.



Table 2.24 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response	Comments	Adjustment to LTS
...continued from previous table	Strengthen links to Glasgow	<ul style="list-style-type: none"> To ease access for Arran Residents to quality jobs outside the area the ferry schedule needs to be confirmed in a format which allows residents to leave and return home in the evenings at such a time as allows fulfilling positions in Glasgow and a wider area at normal business hours. This also applies to anyone seeking employment at the i3 site. The summer two boat schedule serves to demonstrate the practicalities of a service leaving Brodick at 7am. This is also a critical factor for residents families who wish to participate in further education either full time or part time. 	No change made to strategy as a result of feedback.
		<ul style="list-style-type: none"> Currently Arran's links to Glasgow are linked to the ferry timetable but this has recently been weakened due to changes to some of the rail schedule which has resulted in the reduction in alignment of the rail and ferry services to provide an optimal connection at Ardrossan. Some sailings now require a 1 hour wait. It is recognised that you highlight the frequency of service to Ardrossan south beach etc. at 30 minutes but the Harbour service is hourly in connection with improvements to Irvine all services could include Ardrossan Harbour this would be beneficial for tourism and also residents. 	No change made to strategy as a result of feedback.
		<ul style="list-style-type: none"> In the summer the second boat is not served by connections from public road transport with express services to Glasgow. And this is another time which could be considered for improved service. 	No change made to strategy as a result of feedback.



Table 2.25 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
...continued from previous table	...continued from previous table	<ul style="list-style-type: none">○ Provision of the above services will also benefit from the introduction of local connections on the island for those residents who do not have personal transport as again the second boat has no local connections. We have previously suggested several options to providing this service short of adding further to Stagecoach’s schedule which would benefit local transports providers or possibly utilise Community Transport capacity.	North Ayrshire will take cognisance of these comments as Action IN1 progresses.	No change made to strategy as a result of feedback.
		<ul style="list-style-type: none">○ Increase the Accessibility and Awareness of i3 Irvine Enterprise Area. See above. As stated, job opportunities could be improved for Arran residents with improvements as detailed above.	North Ayrshire will take cognisance of these comments as Action IN1 progresses.	No change made to strategy as a result of feedback.
	Improve Ardrossan Harbour	<ul style="list-style-type: none">○ It is recognised in EC9 that the poor weather reliability of Ardrossan is a key action which we support. As is an alternative port of refuge when Ardrossan is unavailable. Both these topics require a strong approach to Transport Scotland and the Scottish Government to enable a solution to be agreed and implemented. If this item is not addressed the aim to expand the routes served by this port are already in jeopardy.	This is a general comment on the strategy.	No change made to strategy as a result of feedback.



Table 2.26 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
...continued from previous table	...continued from previous table	<ul style="list-style-type: none">○ Associated to this unreliable aspect of using Ardrossan is the impact to our small businesses when the mail and papers etc. are undeliverable due to conditions not allowing the larger vessels to sail. Previously these items were delivered to the island by a smaller craft which had an almost 100% reliability record and an alternative method of maintain the supply lines for small items which potentially could include other critical supplies should be included in this strategy document.	North Ayrshire Council does not consider this to be within their remit.	No change made to strategy as a result of feedback.
		<ul style="list-style-type: none">○ The summary statement on this key action appears to focus on “cementing the Hub role” as a way of providing a competitive advantage. Local experience would suggest that the best way to enhance the local benefit of this “hub” would be to work with the service providers and the site operators to address the poor weather reliability of this key gateway as detailed on p167 of the document.	This is a general comment on the strategy.	No change made to strategy as a result of feedback.
		<ul style="list-style-type: none">○ Developing the Ardrossan – Campbeltown link is a worthy strategy but currently capacity to and from Arran is limited at the peak demand times due to capacity being allocated to service this trail. Once again it is perceived that the focus of this strategy may be to develop business opportunities rather than improve transport for the residents and existing service users.	This is a general comment on the strategy.	No change made to strategy as a result of feedback.



Table 2.27 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
...continued from previous table	Develop Community Transport	<ul style="list-style-type: none">○ This again is an area where addressing the current restrictions will help to build a network for the further growth and development of Arran. It has previously been highlighted that the number of taxis operating on the island is at an all-time low and if there was a more integrated strategy to allow them to support the “out of hours” demand for public transport that there may be more justification for new licences to be added.	<p>SPT have recently introduced a Community Transport bus as part of a new fleet of buses on Arran. The bus will have a dual Community Transport/MyBus (DRT) role.</p> <p>All of Arran’s public transport services are provided through SPT subsidy and as such the feedback here is best addressed by SPT (and has been passed on).</p>	No change made to strategy as a result of feedback.
		<ul style="list-style-type: none">○ SPT funding provides the public road service for the island and also provides school transport etc. The lack of connectivity for the second boat service arriving at Brodick has been highlighted on numerous occasions for both residents and the growing number of visitors is an area which needs to be addressed urgently. For many visitors this is the “first impression” they get as they arrive and the lack of facility is often reported as a major negative for their experience. It has been suggested in previous submissions that this could be addressed with co-operation between the ferry operator and local private hire and taxi services to at least ensure a minimum service is available. The SPT consultation which the Community Council help facilitate include a meeting with this group of local taxi and private hire operators and it was clear that there was an opportunity to work together to ensure a cost effective solution to this demand. We welcome the opportunity to work with the group to develop some options to address this point.	<p>All of Arran’s public transport services are provided through SPT subsidy and as such the feedback here is best addressed by SPT (and has been passed on). North Ayrshire Council will continue to support and work with SPT to improve the public transport offering on Arran.</p>	No change made to strategy as a result of feedback.



Table 2.28 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response	Comments	Adjustment to LTS
...continued from previous table	<p>...continued from previous table</p> <ul style="list-style-type: none"> ○ Provision of a frequent service to our local hospital is also a much requested improvement for both day patients and visitors. Currently not all service through Lamlash include the Hospital location. ○ There is also a need to provide minimum service to the outlying residencies for Sunday and evening services. Particularly focussed to the residencies in Shiskine area who are not connected by the existing coastal schedules. ○ The earlier survey also highlighted the restriction to youth development on the island and to networking opportunities for them due to the lack of public transport from evening events after the ferry last sailing. ○ MyBus is a further service which needs to be reconsidered for the island as this often has negative perceptions due to reliability of the vehicle and the restrictions to use which may be more appropriate for mainland users but often impractical for island users. The service has improved over recent times but consideration of the rules and regulations as applied to the island and a review of other opportunities for integration into a wider service would be welcomed. ○ General: Addressing the various points above will support your desire to “establish the facilities and infrastructure required to change the travel habits of our local people and businesses”. ○ We welcome the intention to review the impact of road closures on Arran (EC11) and the Community Council would be happy to contribute to this review. 	All of Arran’s public transport services are provided through SPT subsidy and as such the feedback here is best addressed by SPT (and has been passed on). North Ayrshire Council will continue to support and work with SPT to improve the public transport offering on Arran.	No change made to strategy as a result of feedback.



Table 2.29 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
...continued from previous table	...continued from previous table	<ul style="list-style-type: none">○ Promoting SPT’s Zone card is mentioned and also trialling of the Bramble smartcard system on Arran and we would ask if this is integrated to the proposed CalMac smart ticketing system anticipated to be introduced to Arran shortly. It is hoped that these agencies have been working together to integrate their technology which again will improve the connectivity for travellers.○ NAC have continued to improve the islands road infrastructure with plans to further improve the link between our ferry ports of Brodick and Lochranza. With the increase in cycling for personal and also organised events your inclusion of actions to improve conditions is welcomed.○ It has also been noted that with the introduction of RET our roads are more frequented by large RV vehicles and any assessment of priorities needs to recognise the growing visitor traffic and the size of vehicles. These vehicles also require to additional parking and overnight facilities provided which may again offer business opportunities.	<p>Discussions are already on-going regarding integrated ticketing.</p> <p>The Local Transport Strategy, Action EC10: Support & Monitor the effects and impacts on the roll out of RET, which includes ensuring the benefits are fully rolled out across all communities and that there is no dis -benefit to current ferry service users.</p> <p>In addition, Transport Scotland’s <i>Research and Analysis of Options for Ferry Freight Fares</i> (http://www.transportscotland.gov.uk/research/j380832-00.htm) considers demand management of ferry services which includes reviewing freight fares.</p>	No change made to strategy as a result of feedback.
		<ul style="list-style-type: none">○ Timber extraction is another on-going volume and the community are working with the forestry commission to understand their plans for the whole island rather than address site specific needs. Methods of extraction for this material need to be included in any ferry or other infrastructure decisions.	<p>Discussions are already underway between the Council, Forestry Commission and Arran Community Council regarding the extraction and removal of timber. In addition, Delivery Plan Action EC4 directly addresses this comment.</p>	No change made to strategy as a result of feedback.



Table 2.30 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response	Comments	Adjustment to LTS
...continued from previous table	...continued from previous table <ul style="list-style-type: none"> ○ Park and ride facilities at Ardrossan to remove the tail back for ferries during peak hours could be another facility considered to improve the visitor experience and also aid the passage of vehicle through the port and help reduce delays associated to passengers not being able to access the terminal. There may also be a need for some form of short term facility on Arran to accommodate parking during the construction phase of the new terminal. ○ In Conclusion we appreciate the extensive work which has gone into the generation of this document and the opportunity to comment prior to its completion. We look forward to further communications as this is adopted and the actions are initiated and ask that we be included if we can be of further assistance in the work. 	Flagship Action EC9: Improve Ardrossan Harbour includes an action to investigate expanding parking facilities. This is a general comment on the strategy.	No change made to strategy as a result of feedback. No change made to strategy as a result of feedback.
James Henderson, Arran Community Council	Connectivity: Adequate arrangements for the travelling public-foot passengers-onward travel arrangement to cater for people arriving or leaving on the Cal Mac Ferries.	This should be addressed by Action IN1.	No change made to strategy as a result of feedback.
Donna Reid NAC Education and Youth Employment	Sustainable Business Travel NAC have a workgroup led by Russell McCutcheon to look at Business Travel within NAC. The group have agreed to trial a pool of 6 cars to be based at Cunninghame House for business use. These will be booked out by staff for up to a 4 hour period. All high mileage users (over 7500 business miles) will be issued with a fleet vehicle and any member of staff expecting to travel more than 50 business miles to travel to and from a meeting will be expected to get a hire car from the agreed supplier as this has been calculated as being more cost effective.		Additional text added on page 24.



Table 2.31 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
...continued from previous table	...continued from previous table	Community Transport in North Ayrshire Jim McHarg has been working with a consultant to produce a feasibility study for the development of Community Transport and undertake an options appraisal a suitable model. A working group was established to review the options that had been identified. The feasibility study sets out proposals to work with NAC and NAC Community Transport Partnership.	Detail on this is noted in Flagship Action AS1.	No change made to strategy as a result of feedback.
		Link in with the other working groups to streamline the proposals.	After discussion with Council officers, no change to the strategy was requested.	No change made to strategy as a result of feedback.
Donnachadh Kennedy, Kilbrine		Road Safety Plan and Outdoor Access Strategy, which includes the Strategic Walking and Cycling Strategy and the Core Paths Plan: Still no provision for safe commuter and leisure cycling walking on A760 kilbirnie - Largs for countryside residents. As usual pay highest tax receiver no facilities or support from North Ayrshire council. As you have promised" To protect and improve community health, safety and wellbeing" which currently does not include country side residents on A760 road.	This is something to be addressed through the North Ayrshire Outdoor Access Strategy which is Delivery Plan Action EN1. These comments have been passed to the relevant officer in the council.	No change made to strategy as a result of feedback.
Robert Todd		Bus services in the Garnock Valley: Council needs to develop a reliable local service to link the communities. It requires regulation to introduce services from north of Kilbirnie and the north of Beith to each other and to the new academy. Include realistic and reliable scheduled local bus services.	The Public transport audit to be undertaken as part of Delivery Plan Action AS2 will highlight where deficiencies in the bus network are, where demand is not being met, and where there is potential latent demand. AS2 notes that the council will continue to support SPT in the provision of appropriate subsidised services where commercial provision is lacking.	No change made to strategy as a result of feedback.



Table 2.32 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response	Comments	Adjustment to LTS
Sandy Agnew Assistant Director of Clinical Support Services, NHS Ayrshire and Arran	<p>Feedback below on the NAC Draft Local Transport Strategy from the Corporate Support Services Directorate, NHS Ayrshire and Arran.</p> <p>Overall, welcome the engagement with 3 Ayrshire councils, however feel that now the integration agenda is progressing at a pace, the CHSCPs should have a key role in this.</p> <ul style="list-style-type: none"> • P20-Welcome the proposed investment in ferry terminals and hope this improves the reliability of services to Arran. • P23- Would have liked mention of the Ayrshire Central Hospital development and the challenges this poses now and in the future both from a local perspective and Board Wide perspective as this site will provide one of the major area wide services in the north locality • P27- Welcome more integration and enhanced bus service to assist elderly and patients with reduced mobility to access health care. By having a better infrastructure to these sites, patient experience will be improved and this will also help meet carbon emission reduction and ease parking issues. Would have liked to see a commitment to ensure that when bus contracts are renegotiated issues such as operators accessing the ACH site are included. At the moment if it's not in the contract the operator can't be forced • Table B2 - Should be updated to reflect changes in Health structures and include CHSCPs 	<p>The discussion surrounding 'Providing for Healthcare' notes that 'Ayrshire Central Hospital, located close to Irvine and Kilwinning is well served by bus and we are working to maintain and improve walking and cycling routes into the hospital, as well as ensuring future proofing of the site for bus access as the hospital expands'.</p> <p>Action AS1: Community Transport should address this. However, it is not the role of the LTS to consider contractual issues.</p> <p>The departments/roles noted in Appendix B reflect the departments/roles at the time of the engagement.</p>	No change made to strategy as a result of feedback.



Table 2.33 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
Helen Logan, Dalry		<p>Bus routes – local.</p> <ol style="list-style-type: none"> 1) Lack of direct public transport (bus) from the Garnock Valley to Crosshouse Hospital 2) Early appointments can be hard to keep, because of dearth of buses. <p>Regular bus transport from Garnock Valley to Crosshouse Hospital – hourly from 8am till 8pm.</p>	These comments would be addressed as Action AS2 is progressed.	No change made to strategy as a result of feedback.
Chris Campbell, Policy Manager of the Road Haulage Association		A note to say that your LTS and SEA document contents are very detailed and thank you for consulting with ourselves and our road freight transport members on these matters. We support the proposals and wish to say that our sector is doing its best to 'deliver the goods' as efficiently and environmentally friendly as possible within your area. The need for good port and 'Lorry' accessible road infrastructure provision is most important to ensure business is attracted within boundaries of North Ayrshire and we support your endeavours to provide this.		No change made to strategy as a result of feedback.



Table 2.34 : Public consultation feedback, comments and subsequent strategy adjustments

Respondent	Consultation Response		Comments	Adjustment to LTS
Scottish Natural Heritage	Comment from S.E.A Gateway Consultation	<p>We note Objective EN9 of the LTS – ‘Minimise the impacts of transport infrastructure and operations on the environment’ – is likely to be developed as a standalone document, related but distinct from the LTS. With this action providing the basis for all environmental mitigation, it is not immediately clear how this action will inform the development of plans, projects and actions proposed within the LTS. We would seek clarification on this point within the final LTS.</p> <p>Furthermore, we would recommend that the LTS actively seeks to identify environmental mitigation and/or enhancements from the outset. This may include identification of potential environmental impacts and the requirement, or otherwise, for mitigation and/or compensation. This may also identify specific opportunities for green infrastructure and other environmental enhancements. These aspects may later be developed further as part of the Objective EN9 action. Reflecting this requirement within the LTS will ensure environmental impacts arising from plans are mitigated and ‘significant positive effects’ delivered.’</p>	<p>After discussion with North Ayrshire Council it was agreed that no detail regarding environmental mitigation would be included within the strategy. Details can be found in the SEA Environmental Report to which the strategy refers.</p> <p>Environmental mitigation measures will be considered on a project by project basis as and when required as noted in Appendix B of the strategy document.</p>	<p>Action EN9 reworded as: <i>‘Ensure the development of any transport initiatives and proposals minimise the environmental impact and seeks to deliver positive environmental benefits in line with the environmental mitigation and enhancement proposals within the Strategic Environmental Assessment Environmental Report’</i></p>

NORTH AYRSHIRE COUNCIL

Agenda Item 9

27 October 2015

Cabinet

Title:	Development and Regeneration proposals for land at Quarry Road, Irvine
---------------	---

Purpose:	To advise on progress with the development of the project and request approval of the submission of a stage two application to the Regeneration Capital Grant Fund.
-----------------	---

Recommendation:	Cabinet agrees to (a) note the outcome of extensive consultation and project development work undertaken in relation to the project; and (b) agree to the submission of a stage two application to the Regeneration Capital Grant Fund.
------------------------	---

1. Executive Summary

- 1.1 Cabinet of 23 June 2015 agreed to the principle of the development of land at Quarry Road in Irvine for an employment, sports and leisure development in support of the Irvine Vision. Cabinet also approved the submission of an application for funding support towards the project from the Scottish Government Regeneration Capital Grant Fund (RCGF).
- 1.2 The Scottish Government advised on 9 September that the stage one application to the RCGF was successful. This paper provides an update on public consultation and project development work, and seeks approval for the submission of a stage two funding bid.

2. Background

- 2.1 Proposals for a Business and Sports Village at Quarry Road have arisen through the development of the Irvine Vision which was approved by Cabinet on 9 June 2015. The development proposals for the site are made up of two main elements:

i) A business element which would see around 55 KA Leisure staff being accommodated, the relocation of the Business Gateway service and the provision of business facilities including office space, training and meeting rooms to support new businesses. The proposals would provide the opportunity to grow employment with accommodation for local 'start up' businesses including support and advice from Team North Ayrshire.

ii) A sports element which would provide an indoor, full size 3G football arena, changing facilities for both the new facility and the Recreation Park playing fields, and space for local community groups.

- 2.2 The project would also facilitate the expansion aspirations of the Irvine Gymnastics Club by providing land upon which an extended facility could be developed.
- 2.3 Infrastructure such as roads, access and parking would be provided to accommodate all of the proposals.
- 2.4 An outline masterplan is attached at Appendix 1. The above elements would make up a first phase. The aspiration would be for the proposals set out above to provide the catalyst for further phases including a cinema and residential use in the longer term as part of a comprehensive masterplan for the area.

Regeneration Capital Grant Fund

- 2.5 The RCGF is one element of the financial support package offered by the Scottish Government alongside a range of other interventions such as the People and Communities Fund and the Vacant and Derelict Land Fund. A stage one application for funding support was submitted on 10 July, and the Council have now been informed that this application was successful. 45 applications have passed this stage and will now proceed to stage 2.
- 2.6 The RCGF application seeks support for the implementation of the phase one proposals as outlined at 2.1 and the masterplan at Appendix 1. This paper seeks approval for the submission of a stage two application by the 30 October 2015 deadline. An investment panel comprised of senior staff from Scottish Government, CoSLA and Local Government will meet to consider the applications received in January, with notification of funding recommendations envisaged in February 2016.

Public Consultation

- 2.7 A programme of public consultation followed the in principle approval of the proposals by Cabinet on 23 June 2015. This has included:
- Public workshops held in the Vineburgh Centre (29 August), Bridgegate (31 August) and the Fullarton Centre (10 September);
 - The distribution of over 1,000 leaflets to local residents and businesses on 26 August;
 - The provision of information to the public through a series of press releases which have received extensive coverage in the local press;
 - One to one meetings with a number of local individuals, local Members, MSPs and MPs;
 - A report to the Irvine Area Committee of 28 August;
 - A specific event for Members on 10 September;
 - A meeting with interest groups such as the Irvine Gymnastics Club, Football Clubs, Brass Band, etc. on the 8th September;
 - Consultation on the use of common good land; and,
 - A survey of local businesses.
- 2.8 The main concerns raised through the consultation process include the impact of the development on traffic, parking, the loss of playing fields, the use of common good land and the potential for additional community groups/sports clubs to be accommodated. A list of the points raised and a response is included within the report on consultation at Appendix 2.

Project Development Work

- 2.9 Other development work has included the following:
- The submission of a Pre Application Notice for planning consideration;
 - The commissioning of a high level drainage strategy and roads modelling which will inform the planning application process; and,
 - A review of space requirements and specifications for the various components of the facility informed by the programme of public consultation and discussions with potential funding partners.

3. Proposals

3.1 The availability of funding support from the Scottish Government to encourage regeneration through capital investment provides an opportunity to help deliver transformational regeneration projects. The proposals contained within the report would represent phase one of an ambitious masterplan for the Quarry Road area which would make a significant contribution to town centre regeneration and economic growth by providing:

- The development of a key brownfield site within Irvine town centre;
- The leverage of additional external funding to support our regeneration plans from sources such as Scottish Government and SportScotland;
- Over 60,000 visits per annum, and a significant source of activity/town centre footfall at all times throughout the day
- Net additional spend in the town centre in the region of £282,000 per annum;
- 85 gross and 35 net or additional jobs with associated spending in the town centre;
- A Business Gateway facility in new fit for purpose business support facilities to support the work of Team North Ayrshire;
- Facilities for accommodating local small businesses providing opportunities for businesses to be created or grown;
- 59 jobs during the construction period;
- Additional Gross Value Added of £1.2 million per annum;
- Sports and community benefits including provision for clubs such as the Vineburgh Boxing Club and Irvine and Dreghorn Brass Band;
- Support the expansion aspirations of the Irvine Gymnastics Club; and,
- The potential to deliver educational and health projects.

3.2 The project would be a first phase and represent a positive commitment to regeneration and investment in the area. It is envisaged that the first phase proposals would make the site attractive for private sector investment benefits include:-

- additional Leisure facilities;
- new jobs;
- additional business rates income.

3.3 It is proposed that the Cabinet agrees to:

- a) note the outcome of extensive consultation and project development work undertaken in relation to the project; and,
- b) agree to the submission of a stage two application to the Regeneration Capital Grant Fund.

4. Implications

Financial:	<p>On the 23 June, Cabinet approved the submission of a RCGF application for £1m, and a commitment of £3.52m by the Council from the town centre regeneration capital budget towards the project. A contribution will also be sought from the SportScotland facilities fund.</p> <p>The cost of the facility will be confirmed on the development of a final specification and receipt of a competitive tender.</p> <p>A report advising Cabinet of the outcome of funding applications, the final budget cost, and financial implications for the Council will be presented to Members when the outcome of the RCGF application is known. This is currently expected in February.</p>
Human Resources:	<p>There are no human resource implications arising from the report.</p>
Legal:	<p>There are no legal implications arising from the report.</p>
Equality:	<p>There are no equality implications arising from the report.</p>
Environmental & Sustainability:	<p>The proposals would involve the development and improvement of brownfield and underutilised land within Irvine town centre. Proposals for new buildings would be developed in line with best practice sustainability principles.</p>
Key Priorities:	<p>This proposal supports the Council Plan core priority 1 – ‘Growing our economy, increasing employment and regenerating towns.’</p>
Community Benefits:	<p>Any construction contracts let will see the provision of appropriate community benefit in line with the Councils community benefit policy.</p>

5. Consultation

- 5.1 Significant levels of public consultation have been undertaken as outlined within the report at Section 2.7 above and at Appendix 2.



KAREN YEOMANS
Executive Director (Economy and Communities)

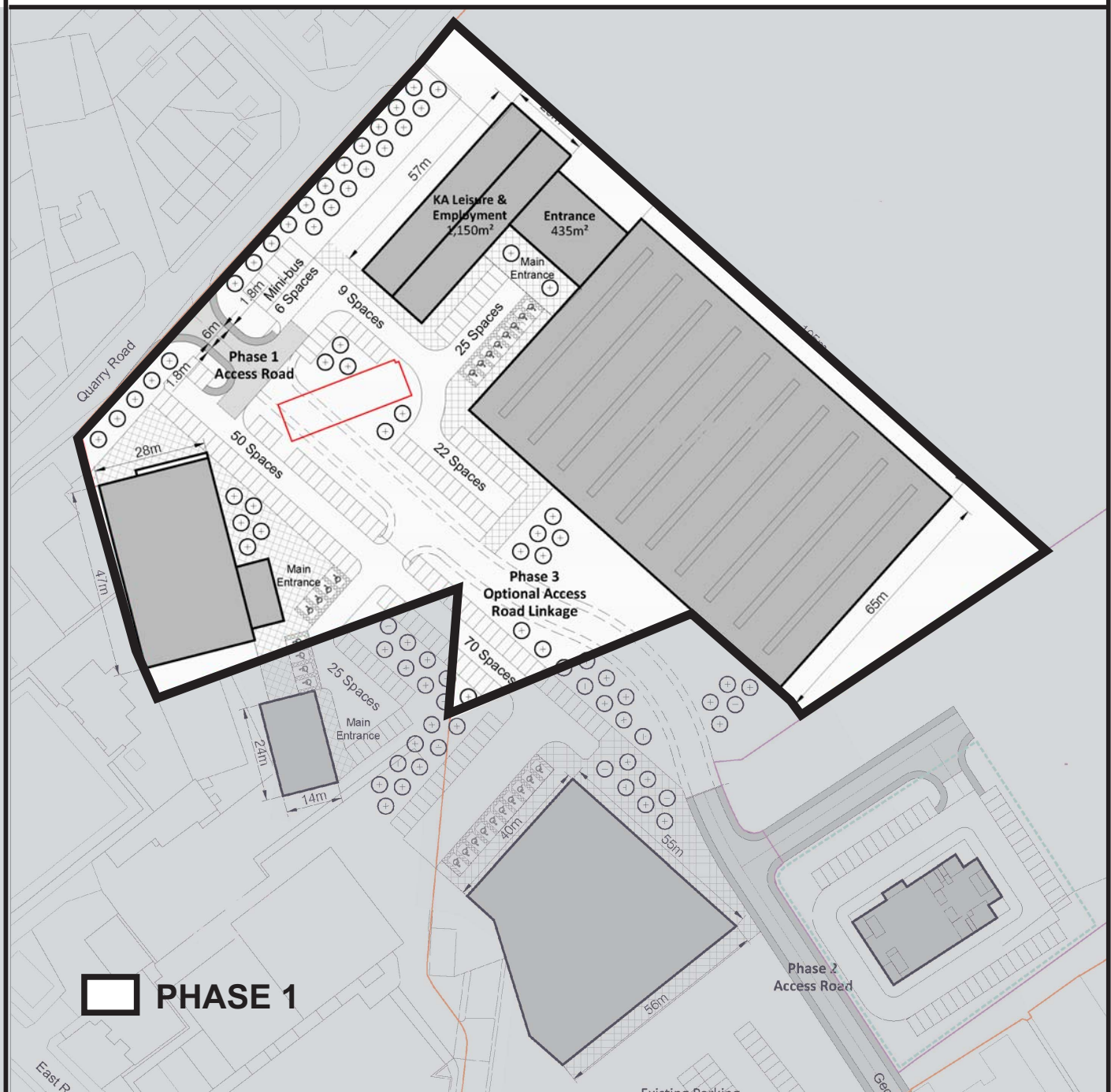
Reference :

For further information please contact Alasdair Laurenson, Senior Manager, Regeneration on 01294 324758

Background Papers

.

APPENDIX 1



QUARRY ROAD, IRVINE OUTLINE MASTERPLAN



Quarry Road Redevelopment Consultation Summary Report

INTRODUCTION

A series of Engagement Workshops have been undertaken to promote engagement on the Quarry Road Redevelopment project, identified as a Priority Project within the Irvine Vision.

This summary report provides information on the events, points and issues raised and provides an understanding of the events and the initial response to the issues raised.

Consultation Attendance and Main Issues & Comments

Each event has thrown up different issues dependent upon attendees and the level of knowledge and interests of the varied audiences. 5 events have been organised to allow the widest participation.

The consultations, attended by some 571 people, have highlighted that the main local issue and concern relate to: the potential for any high volume, popular facility to attract more car journeys; the requirement for additional parking; and the potential to create congestion and impact on local residents streets and neighbourhoods.

Irvine Vision Workshop—Bridgegate 21st & 22nd April

Attendance: 376

Comments: 359

This event provided the opportunity for consultation on the content of the Town Centre Framework and sought comment on a range of potential projects; opportunities and issues including:

- Identification of Quarry Road as a potential priority project
- Strong support for further Sports/Leisure facilities (across a range of age groups)
- Strong interest in partnership/ collaborative working from Irvine Gymnastics Club
- Strong representation from Young People seeking better local facilities



Vineburgh Centre Local Community Consultation Event - 28th August

Attendance: 40

Comments: 48

Main Issues:

- Real concerns about potential Traffic / Transport Implications
- Concern at lack of infrastructure / impact on East Road congestion
- Support for Sports / Leisure Project
- Need to protect local amenity / Do more for local residents

Bridgigate Consultation Event - 31st August

Attendance: 69

Comments: 46

Main Issues:

- Positive opportunity to develop better Sports / Gym facilities
- Great for other groups (Hockey / Boxing / Brass Bands / etc) to be accommodated
- Needs 3G but also Sports Hall space. Badminton.
- Plea for Indoor Bowling.
- Concern at lack of infrastructure / traffic / impact on East Road congestion

Irvine Sports and Leisure Interests / Clubs

Attendance: Local Clubs / Sports Interests

Comments: 12

Main Issues:

- Positive opportunity to develop better Sports / Gym facilities
- Flexible space important. 3G pitch great for field sports in addition to football
- Multi-use Hall for Bands / Boxing / Badminton. Indoor Bowls space sought.



Fullarton Centre Local Community Consultation Event - 10th September

Attendance: 32

Comments: 18

Main Issues:

- Concern at lack of infrastructure / traffic / impact on East Road congestion
- Support for Sports / Leisure Project by why not upgrade Magnum
- Good for Young People

WFIT Quarterly Meeting Vineburgh Centre Consultation Event - 23rd September

WFIT Theme Leaders Meeting Volunteer Hall - 16th September

Attendance: 49

Comments: 18

Main Issues:

- Support for concept and setting a new quality/ambition for Irvine
- Concern at lack of infrastructure / traffic / impact on East Road congestion
- Need to extend project to embrace wider range of sports—Indoor Bowling

In addition comments were requested by letter, written responses or emails post the consultation events. A number of comments have been received. Many of these comments reiterate points raised by post-it notes or proforma comments and suggestions put forward at events. A number of these comments are from individuals making multiple representations.

- Total additional comments 20

The Regeneration Team has facilitated meetings with officers to discuss various ideas raised through consultation. This has included Local Members, Transportation, Access, Planning, and Estates departments.



Quarry Road - Engagement Workshop Comments Summary

- Concern with the development capacity to generate traffic. Major issue.
- Car parking problem within central Irvine.
- Allow local contractors to tender for work – not only the cheapest but the one that brings more jobs
- Shrubs and flower beds – no thorns. Bushes that will encourage wildlife/wild flowers
- Accessible to all sports, not just football, they have lots of pitches
- Move taxi rank from Bank St or introduce better control over their parking
- Need greater provision of coach spaces - for events.
- Heavy numbers of buses and lorries, coach loads, single lane traffic at weekend
- Dance base
- Indoor bowling for senior citizens. Fitness
- The roads and paths in Irvine are not suitable for cycling
- Cycle rack for parking needed
- Cycle racks
- It is important to retain a green field site on the playing field
- Major safety issue on Quarry Road due to traffic - Council ignores - accidents inevitable
- Dance floor – sprung professional dance floor
- Extension to Irvine Bay Gymnastics club will include trampolining
- Minority sports
- Speed limit 20mph, pedestrian crossing or zebra crossing with light
- Planting in car parks causes obstruction and loss of actual parking space. It is not necessary
- Trampolining club
- Tennis indoor/outdoor
- Need to retain and improve grass sports pitches
- Indoor bowling for sport in the community for seniors
- Indoor bowling, not carpet bowls
- Problems with drainage. Culvert within East Park. Previously a Loch.
- Indoor bowling for sport in community for seniors
- Need for facilities for seniors – indoor bowling
- Open up the high street for traffic
- Would hope there are no plans to have an access road in the existing playing field eg. Behind houses in bank St
- Please no more traffic lights in the town
- Local clubs and Brass Band need flexible shared space at affordable charges
- Hope the transport assessment is based on true information
- Need to address turf junction and High Street - Bank Street light sequencing
- Traffic congestion at peak times a major problem. This scheme will make worse.
- Pine trees or spruce or fir trees that grow to high, block out natural sunlight to area
- To existing cycle way at low green
- Spectator viewing important for events
- Larger pitch size required to allow for spectators / see SFA requirements
- Varied comments relating to Magnum and new Leisure Centre
- Good positive scheme hopefully can be delivered
- Bus links drop off/pick up

PUBLIC CONCERNS RAISED—FREQUENTLY ANSWERED QUESTIONS

1. Has there been limited consultation on the proposals up to now?

Consultation on the proposals has been undertaken since September 2014. Proposals for the site were identified within the Irvine Vision document (page 48) which was published for consultation in September 2014. More recently, a workshop was held in the town centre in April 2015 at which the proposals were presented alongside a range of other proposals for the town centre. The proposals at Quarry Road emerged as a priority for people through this process. More specific consultation on the proposals has only commenced recently. This was due to the need for endorsement of the Irvine Vision, and thereafter the principle of the development, the provision of finance and the submission of an application for funding to the Scottish Government being approved by the Councils Cabinet on 23rd June.

2. How will the issues of traffic and adequacy of parking be addressed?

We are aware of local concerns regarding the level of traffic, congestion and adequacy of parking within Irvine Town Centre highlighted in consultation. A Paramics Model study is being progressed for Irvine Town Centre to assess traffic flows and identify mitigation measures. The following points should be noted in respect of the possible traffic impact.

- 1) The Town Centre Parking Strategy identified that the total parking capacity within Irvine is sufficient to cope with demand.
- 2) The new Caledonian Car Park on the former Fulton and Wylie site has 122 car, 6 disabled, 2 electric and 3 coach spaces and is currently operating at just under 25% capacity and will serve as a long stay car park within the Parking Strategy proposals.
- 3) Parking will be provided for the proposed development and will meet the current development standards used to assess planning applications.
- 4) Parking demand will be split between day and night time activities therefore it is likely that the proposed car parking provision will give additional capacity for the town.
- 5) The Paramics Model will identify traffic flows and demands from the site and proposals for road improvements, if required, will be considered as part of this process where necessary.
- 6) Pedestrian, cycling and public transport links are also being considered to encourage active travel, healthier lifestyles and reduce car use.

3. Can you develop on Common Good Land?

Yes, Common Good land can be developed. Common Good Land is effectively held by the Council for the public good of the community. The asset should be used to support the interests of the community and any change or disposals proposed consulted upon. We are mindful of the need to consult the community and their responsibility to consider and use Common Good assets for the public good. No guidance has yet been issued by the Scottish ministers on consultation. NAC is therefore adopting a pro-active approach through consultation events and publicity.

The development proposals will provide a 'Common Good' by providing new community sports facilities as well as employment uses to a site that is currently underutilised. It will bring people, activity and life to Irvine town centre.

The new Community Empowerment Bill requires Councils to be transparent about the use of Common Good Land. Councils will be required to maintain a register of Common Good Land assets and to consult with Community Councils and the public on any change. We are committed to engagement with communities and are proposing:

- a statutory legal advert in the Edinburgh Gazette
- a section on the register on the NAC website
- Formal consultation with Irvine Community Councils
- To ensure Common Good is addressed at the public consultations /engagement events which have been arranged
- To advise Working for Irvine Together (WFIT) of the Common Good process

4. Will the development impact on the playing fields?

The development proposes to provide new changing facilities to support East Park playing fields and will impact on part of the area formerly providing a running track and now grassed over. This area is low lying, has poor drainage and is therefore often unplayable. While the new facility would see the loss of part of a playing field (depending on the final layout), it would see a much improved situation in terms of accessibility or playability given that it would be a covered 3G all weather surface with new changing facilities. It will allow further improvements to be programmed for external pitches.

5. How will the development affect connections?

Connectivity through the area is currently poor. The development would see the improvement of a brownfield and derelict site and put in place the infrastructure that supports safe access and connectivity. Each phase would be developed to allow safe walking /cycling connections to East Park Retail Park and the Town Centre. The new access will offer a safe revised junction to Quarry Road with footways and street lighting to improve pedestrian safe access.

6. Has the impact of the proposals on adjacent properties been considered?

Yes, the design of the proposals has recognised the proximity of residential properties on Quarry Road in particular. Initial versions of the masterplan proposed to locate the 3G facility close to Quarry Road. The need for additional separation from these properties was recognised, and the decision taken to locate the office provision to the north of the 3G facility. Current proposals are therefore that the 3G facility (being the larger building) will therefore be positioned some 60m from residential properties. The impact of the proposals on views will be limited by this positioning of buildings and the use of extensive landscaping on the boundary to Quarry Road.

7. Will the new Leisure Facilities be affordable?

Yes. The leisure facilities are being developed by Irvine Gymnastics Club (a registered charity) and KA Leisure (Leisure Trust operating NAC's facilities). Both organisations are non-profit making organisations committed to extending access to sports and leisure and delivering programmes for sport, entertainment, recreation and social activities. Both organisations operate concessions and work hard to ensure equal opportunities and open access. KA operate discounted schemes and are currently offering a no joining fee scheme in July -August. SportScotland as a condition of leisure facilities funding requires operators to demonstrate and ensure open access and affordable access timetables within the facility management.

8. How will the phasing of the development work?

Phase One will include the following:

- Business facilities (Business Gateway, KA Leisure Offices, Start up space).
- Indoor 3G sports Facility.
- Access, parking and landscaping in support of the above, and also to facilitate the expansion aspirations of the Irvine Gymnastics Club.

Future phases may include a cinema, commercial leisure uses, residential use, and proposals for a Sikh Temple. While funding is not in place for these elements the Council are working on a masterplan for the wider area which would accommodate these uses. The proposals currently the subject of consultation would enable these future phases by providing appropriate access and confidence in the future developments.

9. What will happen to businesses on the site?

We are currently engaging with the businesses which would be affected. These are on short term leases of a month, and within a poor environment. Our Estates Department is investigating the potential for appropriate alternative accommodation to be utilised to allow businesses to relocate. We would endeavour to assist with relocation costs, and if termination of leases is required undertake to provide a far longer notice period of six months than the one month required.

Issue Raised	Action	Adopted into Plan	Under Review	Outwith Project Capacity
Town Centre Traffic	NAC Transport			
Turf junction Capacity	NAC Transport			
East Road Traffic Signal	NAC Transport			
Quarry Road Traffic Volumes	NAC Transport			
Pedestrian Controlled Crossing	NAC			
Safer Pedestrian Routes	NAC			
Cycle Provision	NAC			
Screening Buildings Quarry Road	NAC			
Provide Additional Parking	NAC			
Provide Cycle Parking	NAC			
Address Drainage East Park	NAC			
No Pine Trees / Shading	NAC			
Ensure Bus Pick-Up	NAC			
Add Coach Parking	NAC			
Promote Site 20mph Zone	NAC			
Consultation Public Good Land	NAC			
Retain Playing Field	NAC			
Need Large Facility	NAC			
Provide for Greater Community Use	NAC			
Provide Indoor Bowls	NAC			
Provide Tennis / Badminton / Hockey	NAC			
Require Spectator Seating	NAC			
Require Large Pitch	NAC			
Retain Magnum	NAC			
Develop Facilities within Magnum	NAC			
Procurement Supporting Local Jobs	NAC			
Relocate Existing Businesses	NAC			
Ensure Safe, Lit Path	NAC			
Relocate New Leisure Centre	NAC			
Space for Boxing Club	NAC			
Provide Café Facility	NAC			

North Ayrshire Council has presented for consultation and engagement a 'Concept Scheme'. The 'initial ideas' will need development with the purpose of the engagement being to allow.

- Early comment from stakeholders / residents
- Secure initial thoughts / new ideas
- Support the SCRGF Application

NAC will be reviewing and considering all comments (see table) and looking to incorporate as many ideas as possible as the design ideas are developed.

Appendix 1

Engagement Workshop Exhibition Boards And Photographs

QUARRY ROAD ENGAGEMENT WORKSHOP

Quarry Road / East Park An emerging priority project identified within the Irvine Vision Welcome



Quarry Road / East Park

The Bridgegate Consultation Event (April 2015) identified Quarry Road / East Park as an emerging priority within the town centre. North Ayrshire Council have received approaches from Irvine Bay Gymnastics Club, KA Leisure and a cinema operator with interests in investing in new facilities on this site.

An outline masterplan proposal has been prepared to allow further community engagement and support the initial feasibility study and funding bid.

The Council are committed to community engagement and have arranged consultation events at the Vineburgh Community Centre (28 August 6.30pm-8.00pm), Bridgegate (31 August 12.00pm-5.30pm) and at the Fullarton Community Centre (10 September 6.30pm-8.00pm).

Quarry Road East Park Redevelopment



Quarry Road / East Park

The existing site sits alongside the Town Centre and is currently:

- Under-utilised land
- Poorly connected and lit
- Few jobs or economic value
- Requires investment

Investment will help to:

- Provide new local facilities
- Create opportunity for town centre businesses
- Support investment in East Park
- Enhance path / safe access
- Create new crossing to Quarry Road
- Support activity within the town centre
- Provide facilities for young people
- Generate jobs & benefits

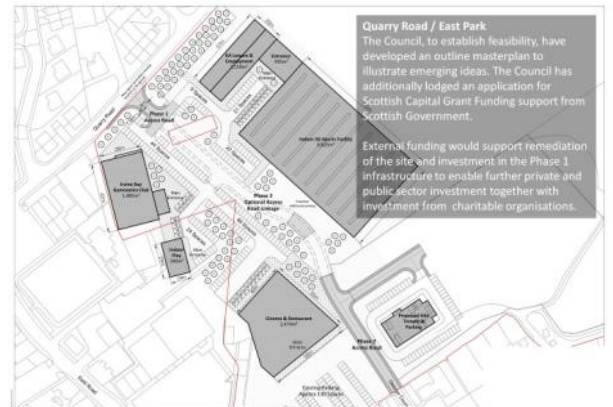
Quarry Road East Park Redevelopment



Quarry Road / East Park

The Council are committed to community engagement. The Irvine Vision engagement charrette at the Bridgegate was attended by nearly 400 people. The charrette highlighted Quarry Road / East Park as a priority area with interest in supporting investment in:

- Irvine Bay Gymnastics Club
- 3G Sports facilities
- Cinema / Leisure
- Business Gateway
- Parks & Greenspace



Quarry Road / East Park

The Council, to establish feasibility, have developed an outline masterplan to illustrate emerging ideas. The Council has additionally lodged an application for Scottish Capital Grant Funding support from Scottish Government.

External funding would support remediation of the site and investment in the Phase 1 infrastructure to enable further private and public sector investment together with investment from charitable organisations.

Quarry Road East Park Redevelopment



Masterplan Indicative Layout

An indicative masterplan has been prepared to illustrate the proposals and investment interest. The key elements are 1) Irvine Bay Gymnastics Club extension 2) KA Leisure offices 3) Business Gateway 4) 3G Sports Facility. Longer term elements would include a cinema and residential use. This plan is the subject of consultation.

Quarry Road East Park Redevelopment



Illustrative Development Montage

The main proposals are for leisure uses and office support services replacing existing industrial and yard space with strong new landscape treatments; new signage; parking, controlled road crossings and lighting to enhance the area and connect the facility to the town centre and East Park.

Quarry Road East Park Redevelopment

Community & Economic Benefits



Investment

Supports new investment through partnership funding supported by:

- Capital Regeneration Grant
- SportsScotland
- North Ayrshire Council
- KA Leisure
- Irvine Bay Gymnastics Club
- Cinema operator
- Sikh Community

Jobs & Employment

Creates local jobs and safeguards local jobs

Initial appraisal indicates order of 42 jobs



New Facilities & Added Dwell Time

Improving the appeal of the centre and multiple reasons to visit the town centre are important objectives to improve performance. Irvine's Town Centre Good Time improvement correlates positively with footfall and average spend per visit.

Young People

More facilities / More Interest

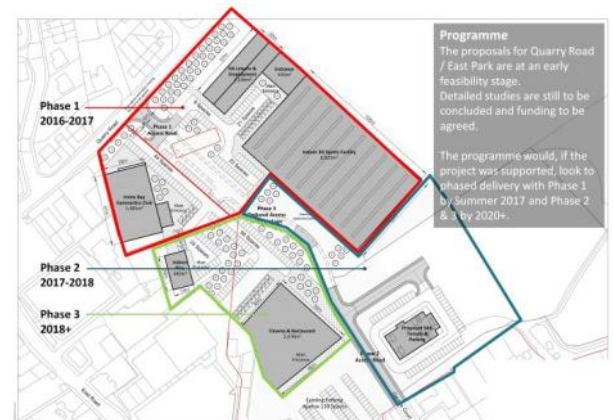
An important part of the Irvine Vision is to strengthen the appeal of Irvine to young people and ensure facilities support all parts of the community – young and old – and to give hope, training and improved access to enterprise through Business Gateway. These elements are part of the masterplan.

Town Centre First Principle
Town centres are really important to the economic, social and environmental quality and success of Scotland's towns. Town centres are often at the core of community and economic life, offering spaces in which to live, meet and interact, do business, and access facilities and services.

We want to ensure Irvine Town Centre can thrive and be a place which is good to visit, provides for local needs and in which the community can take pride.

The Town Centre First principle is a Scottish Government policy that looks to put the health of town centres at the heart of decision making.

It looks to Local Authorities, Regeneration Partners and Town Centre Managers and local communities to promote investment and target available resources to priority town centre sites and be so doing encourage vibrancy, equality and diversity.



Programme

The proposals for Quarry Road / East Park are at an early feasibility stage. Detailed studies are still to be concluded and funding to be agreed.

The programme would, if the project was supported, look to phased delivery with Phase 1 in Summer 2017 and Phase 2 & 3 by 2020+.

Phase 1

2016-2017

Phase 2

2017-2018

Phase 3

2018+

Exhibition Boards as displayed at the Engagement Workshop Events



Quarry Road East Park Redevelopment

Common Good Land

Common Good – Land held for the Community

Common Good land and property was typically granted to the Burghs of Scotland in their original charters and gifted to the people in subsequent years. This property is effectively held by the Council for the public good of the community.

Community Empowerment Bill

The new Community Empowerment Bill seeks to improve the transparency with how local authorities use and consult on common good assets. It requires Councils to establish and maintain Common Good property registers, and to consult through Community Councils and others over any planned disposals. This consultation forms the initial part of Common Good consultation.

Engagement on Common Good Land at Quarry Road

North Ayrshire has Common Good Land at East Park (former Council Depot / Derelict Land – see red area on the map) and are interested in local views on the acceptability of promoting this land within the Quarry Road / East Park masterplan. The Council will be consulting with Community Councils and advertising the potential for use of Common Good land in the coming weeks. The Common Good asset should be used to support activities and deliver benefits to local communities and community interests.



Quarry Road East Park Redevelopment

What would improve the proposals? What are your issues?	Add Comment or Dot			
What are the most important facilities?	Employment Centre?	3G Sports Pitch?	Irvine Bay Gymnastics Club?	Indoor Play?
Where are the key path connections?	East Park?	Quarry Road?	Bank Street?	Town Centre?
Are there issues with traffic?	Congestion?	Quarry Rd Junction?	Controlled safe crossing of Quarry Road	Car parking provision?
Are there issues with landscape & screening?	Screening from Quarry Rd?	Screening from East Park?	Planting to car parks and new development?	Loss of common good land?
Are there issues with cycle provision?	Cycle connections with Town Centre?	Cycle connections with East Park?	Links to National Cycle Network?	Safe Routes to Schools?
Other issues or concerns?				

What are Your Issues?

Quarry Road East Park Redevelopment

What would improve the proposals? What are the opportunities?	Add Comment or Dot			
How can we deliver more investment and quality?	Facilities for young people / older people?	Ensure multi-use of sports hall etc.?	Better facilities for indoor play?	Ensuring facilities are affordable?
What quality improvements could be made?	Building detail design?	Public realm space?	Pedestrian and cycle connections?	More extensive demolition and site clearance?
Should a dedicated lit path/cycleway be incorporated?	Connecting to town centre?	Connecting through East Park?	Pedestrian connection to Bank Street?	Other connections?
Strong landscape boundary planting is proposed.	Mature planting to Quarry Road?	Screening to Retail Park?	Screening to East Park?	Other landscape?
East Park includes 112 spaces for Phase 1 + more in each future phase?	Parking should meet the needs of the new facilities?	Parking needs to meet a wider town Centre demand?	Less parking should be provided?	Other?
Opportunity for jobs and training should be in contracts?	Ensure local job opportunities are created?	Provide a training obligation on contractors?	Look to secure Community benefits from the investment?	Other?

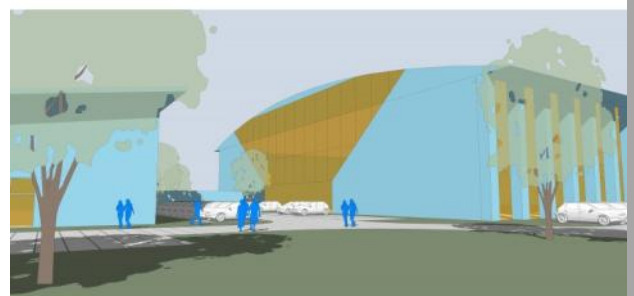
What are the Opportunities?

Quarry Road East Park Redevelopment



Ground Level View of Employment Hub & Leisure Facility

Quarry Road East Park Redevelopment



Ground Level View of Employment Hub & Leisure Facility

Resolving Wider Traffic Access

A new traffic assessment will be required. This will address the Town Centre junctions and signals, including pedestrian controlled crossing to Quarry Road to secure the improvements to traffic as identified by NAC Roads Department.



Mode	Percentage
Walking	10%
Cycle	2%
Public Transport	1%
Private car or van	4%
Other	83%
Total	100%

Transportation Planning

Quarry Road East Park Redevelopment

Pre-Application Consultation

NAC as the promoter are required undertake consultation with local communities before they submit a planning application. A Proposal of Application Notice was lodged on 2nd July.

This consultation offers an opportunity to comment on the proposals before an application is submitted. It is proposed that a Planning Application is lodged following consultation. This will offer a further opportunity for representations to be made as part of the planning process.



Planning

Pre-application Planning Consultation

This consultation forms part of the pre-application consultation. All points raised will be recorded in the record of consultation including any changes and amendments.

Thank you for participating today!

We hope that you have taken the opportunity to look at the exhibition and that you have provided comments on what you think would be best for the area.

If you need more time, feel free to take a comment form away with you. **Make sure that you send this back to us by the 16th of September 2015.** The address is: Jim Cumming, North Ayrshire Council, Regeneration Team, Cunningham House, Irvine, KA12 8EE



Alternatively, you can email your comments to: regeneration@north-ayrshire.gov.uk with Quarry Road as the subject. You may also make representation to any planning application.

Quarry Road East Park Redevelopment

Working for Irvine Together (WFIT)

We would welcome your continued support through Working for Irvine Together and participation within the Working for Irvine Together open meetings or Theme Groups.

WFIT are developing a range of local project initiatives that are complementary with some of the larger project ideas such as the High Street, Harbourside Connections, Quarry Road / East Park that are being considered by the Council.

The next WFIT event is as follows:

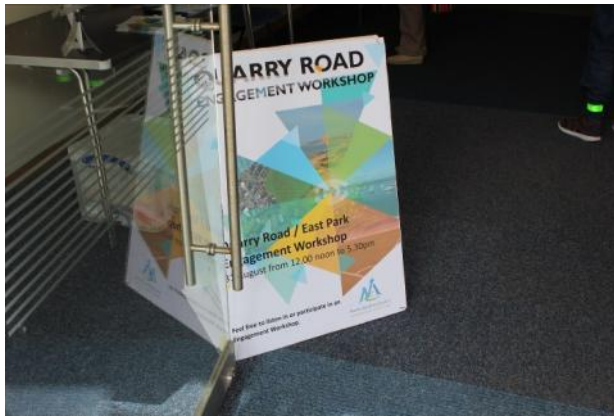
- 23rd September Vineburgh Community Centre at 6pm



For information contact: Jim Cumming, North Ayrshire Council, Regeneration Team, Cunningham House, Irvine, KA12 8EE

Thank You

Exhibition Boards as displayed at the Engagement Workshop Events



Photographs of Engagement Workshop Event



Photographs of Engagement Workshop Event

NORTH AYRSHIRE COUNCIL

Agenda Item 10

27 October 2015

Cabinet

Title: **Review of North Ayrshire Council Grants to Community Organisations**

Purpose: The purpose of this report is to consider the outcome of a review to modernise the Council's disbursement of grants to community organisations, providing a clearer and more streamlined approach in preparation for the introduction of Locality Partnerships in April 2016.

Recommendation: Agree to (a) approve the proposed arrangements contained within this report at Appendices 1, 2 and 3; and (b) accept a future report in relation to the Scottish Landfill Communities Fund.

1. Executive Summary

- 1.1 One of North Ayrshire Council's strategic priorities is the development of stronger, empowered communities which have the ability to determine their own local objectives. The capacity of communities and organisations to do this varies and the Council is committed to providing the appropriate level of support according to local need. The Community Empowerment (Scotland) Act 2015, established a legal and political context for this position.
- 1.2 The way in which we work with our communities is changing as a result of the Council's commitment to recognise the contribution made by our communities and the opportunity to do things differently and in partnership with them. Therefore we need to ensure that our resources focus on sustainable development in local organisations to build capacity rather than creating dependency. A coordinated approach to the award of Council grant funds will maximise their effectiveness.
- 1.3 Cabinet are requested to approve the new arrangements and receive a future report from Economy and Communities in relation to the management of the Scottish Communities Landfill Fund.

2. Background

- 2.1 In 2013, North Ayrshire Council reviewed the administration and levels of funding allocated to community organisations through some of its grants. At that time, the “Nurturing Excellence in Communities” and the “Nurturing Excellence in Arts and Sports” funds were established, the former from the Community Development Grants system, and the latter being introduced as a new funding stream to support the Olympic and Commonwealth Games. The management of the Nurturing Excellence in Communities funding stream was at that time who reviewed and delivered efficiencies of 30% of the total fund within the budget setting process.
- 2.2 It was also acknowledged that a number of other funding streams required to be reviewed to ensure complementarity with the “Nurture” Funds; and that a review of all remaining grant opportunities originating from the Council would be undertaken. This included criteria and arrangements for the management of Landfill Tax Credit funds.
- 2.3 A comprehensive review of grants available from the Council has now been completed. This paper provides details of the funds determined to be in scope and makes proposals for modernising and increasing consistency across the grant streams.
- 2.4 The review has also considered simplifying routes for applications to the funds.
- 2.5 A review of the management agreements for Fullarton Community Centre, Vineburgh Community Centre, Redburn Community Centre and West Kilbride Public Hall has also been completed along with the SLA between the Council and the Volunteer Centre, now the Third Sector Interface.
- 2.6 In June 2015, the Cabinet approved the principle of participatory budgeting and this report contains proposals to introduce a participatory budgeting approach through involving young people in the allocation of the Youth Action Fund.
- 2.7 Finally, this report provides an overview of new funds available through the North Ayrshire Ventures Trust, which will complement and enhance the grants described in this report.

3. Proposals

Grants

- 3.1 Appendix 1 to this report outlines the range of grants currently available. Column 1 describes the purpose of the grant; Column 2 provides, for information, a summary of the total value of the individual funding streams disbursed in the last whole financial year; and Column 5 provides proposals for the future management of the funding streams.
- 3.2 The proposals outlined in Appendix 1 provide increased oversight of the funding streams by the Council's Connected Communities Service. This allows a consistent approach to officer recommendations provided to Elected Members at Area Committees and future Locality Partnerships, and will reduce the potential for duplication of bids to different grant streams and allocation of awards.

Service Level Agreements with Community Associations

- 3.3 Fullarton, Redburn and Vineburgh community centres are based in some of North Ayrshire's most vulnerable communities (worst 15-20% of all communities in the Scottish Index of Multiple Deprivation). Local volunteers run the centres, with the initial SLA funds covering approximately 40% of the centres' running costs.
- 3.4 Over a number of years, there have been no inflationary increases applied to the SLAs. In addition, the level of funding to the SLA centres has been reduced by 30% as a result of budget efficiencies. All of the funding recipients report that they are now unlikely to be able to meet the day to day running costs and may resile the lease or close the centre.
- 3.5 The SLAs require that the community associations fulfil the following criteria:
- Improve the programming of the centre;
 - Consult with the community and seek to meet local need;
 - Ensure systems are in place to record and report on attendance and programmes;
 - Provide a report on the way the money has been spent; and
 - Demonstrate efficiency and effectiveness by implementing Best Value and Following the Public Pound guidance issued by the funding authority.

- 3.6 The centres in question contribute to a range of community needs, including food poverty, money advice, child care and employability support. In addition, the buildings require increasing investment within the existing lease agreements, and an increasing proportion of the SLA revenue is now funding property costs.
- 3.7 Appendix 2 provides details of the existing grant funding for the SLA centres and proposals for an interim review of funding to allow Connected Communities and partners to make arrangements to increase the sustainability of the centres in the future.
- 3.8 Should Cabinet approve the interim measures proposed in Appendix 2 then officers will:-
- meet with Management Committees/Trustees to confirm the decision regarding additional financial support;
 - develop revised SLAs;
 - provide reports to Scrutiny and Petitions to reflect the changes and their impact on the local community confirming:
 - How the Associations have improved the programming of the centre to meet local need;
 - The range of consultative methods the Associations use to be representative of members;
 - What systems are in place to record and report on attendance and customer satisfaction;
 - How the Associations will lever in funding to add value and sustainability; and
 - Are Associations efficient and effective in their management of resources?
- 3.9 The How Good Is Our Third Sector Organisation self-evaluation framework will be used to formulate assessments by Connected Communities officers.

Service Level Agreement with the Third Sector Interface

- 3.10 A Service Level Agreement grant is in place between North Ayrshire Council and the Third Sector Interface company, the Ayrshire Community Trust, to fund:-
- Support for volunteering within North Ayrshire; and
 - Maintaining support for the organisation to function as the statutory link between the Council, Scottish Government and the Third Sector in North Ayrshire.

3.11 Since 2013, the role of the Third Sector Interface has extended to include:-

- Developing formal strategic links to the local voluntary and not for profit sector infrastructure including development of the Third Sector Voice as a result of the Government's "Partners for Change: Ready for Business" pilot with the Scottish Government and North Ayrshire Council;
- Membership of the Community Planning Partnership's Economic Development and Regeneration Board;
- Providing support and development for the Community Engagement Reference Group, including chairing the Group;
- Providing support for the development of the Locality Planning approach in North Ayrshire;
- Providing support and advice for the Council's Social Enterprise and community economic development strategy;
- Support for the Council's Corporate Volunteering Policy through the training and matching of volunteers with groups who require support; and
- Responsibility for engaging with the CPP and the Third Sector in relation to Locality Planning.

3.12 Appendix 3 provides details of the existing grant funding for the Third Sector Interface and proposals for a review of funding to better reflect increased staffing commitment to North Ayrshire Council priorities:

Arrangements for the Management of Scottish Landfill Communities Fund

3.13 Appendix 4 provides a summary of the background to the Scottish Landfill Communities fund. Officers will come back to a future Cabinet with proposals.

North Ayrshire Ventures Trust

3.14 NAVT is a charitable trust which uses its income to provide for voluntary, community and social enterprises in North Ayrshire to explore new opportunities to help them grow in size, improve long term sustainability and increase their impact. The fund will operate through grants provided from £10,000 up to £30,000.

3.15 The focus of the fund is on transformation and on developing ways of working which provide long term sustainable solutions for the future. It will focus on projects and ideas which will have the potential to make a difference to the lives of North Ayrshire residents. Finally, it will complement other grant funds already in existence, and invites ambitious applications, which change the way things are currently done or which are far reaching in their outcomes.

3.16 The new charities fund will be administered by a board, including elected members, with advice and support by Connected Communities to ensure complementarity to other applications and projects in North Ayrshire.

3.17 NAVT Fund will be launched later in 2015.

4. Implications

Financial:	The costs of increasing the funding for the SLA centres for a period of three years will be £21,000 and will be met from the Community Development Fund and reviewed thereafter. The cost of administering the Landfill Tax Credit Fund will be detailed in a future Cabinet report later this year, but is anticipated to be 10% of the total fund. All other proposals are fully funded within existing resources.
Human Resources:	There are no human resource implications arising directly from the current report.
Legal:	There are no legal implications arising directly from the current report.
Equality:	There are no equality implications arising from this report.
Environmental & Sustainability:	There are no environmental implications arising from this report.
Key Priorities:	The proposals contained within the report will assist in achieving the following SOA outcomes: <ul style="list-style-type: none"> • 11b "partnership working between the public, community and voluntary sector has improved.
Community Benefits:	There are no community benefit implications arising from this report.

5. Consultation

- 5.1 Consultations have taken place with relevant Council departments, Scottish Government and community organisations. Formal consultation in relation to the draft policy on community benefit from windfarms will begin in October 2015.



KAREN YEOMANS
Executive Director (Economy and Communities)

Reference :

For further information please contact Audrey Sutton, Head of Connected Communities on (01294) 324414.

Background Papers

-

1.	2.	3.	4.	5.
Type of grant	Available budget 2015/6	Responsible Department	Comments	Proposals for implementation in 2016-17
Nurturing Excellence in Communities (formerly Community Development Grants)	£97,287	Connected Communities	30% stepped reduction was agreed in 2013, to be applied over three years	Continue existing current arrangements and levels of funding.
Grants to the Elderly	£59,530	Connected Communities	Funds based upon the number of elderly living within a locality.	Continue current levels of funding. Amalgamate with Nurturing Excellence in Communities (above) to ensure maximum flexibility in area committee and future Locality Partnership budgets, ensuring no duplication and continued support to target groups.
Section 10 grants to national and local voluntary organisations who provide additional support for Social Welfare.	£ 22,000	Connected Communities	Criteria very similar to Nurturing Excellence in Communities.	Continue current levels of funding. Amalgamate with Nurturing Excellence in Communities to ensure maximum flexibility and transparency in area and future Locality Partnership budgets, and avoiding duplication of award. The criteria are aligned for both funding streams.
Youth Action Fund	£50,000	Connected Communities		Continue current levels of funding.

				Create a participatory budgeting fund for allocation by elected members working with young people via the sector leading participation strategies developed in North Ayrshire. This has been recommended by the Young Scot CPP review in North Ayrshire.
Nurturing Excellence in Arts and Sports	£113,108	Connected Communities	55% reduction of agreed for £50,000 in 2016/7. New funding level is £66,108.	Implement proposed arrangements as agreed by Council, with £66,108 available in future years and leave as a standalone grant stream.
Type of grant	Available 2015-16	Responsible Department	Comments	Proposals for implementation in 2016-17
Common Good Funds of: <ul style="list-style-type: none"> • Ardrossan, • Irvine • Largs • Millport • Saltcoats • Stevenston 	£290 £60,105 £16,734 £119 0 £14,688	Managed by Corporate Services but advice, guidance and additional reporting provided by Connected Communities		Continue existing arrangements and increase support by Connected Communities for bids to the funds
Spiers Trust	£3,447	Corporate Services		Connected Communities have now assumed responsibility for support and administration.
Margaret Archibald Trust	£8,239	Corporate Services		Connected Communities have now assumed

				responsibility for support and administration.
Town Trusts	£1,220	Corporate Services supported by Connected Communities		Continue existing arrangements and increase support by Connected Communities for bids.
Community benefits from windfarms	N/A	Area Committees and local trusts		In June 2015 Cabinet approved consultation on the draft policy; agreed to receive a further report on community benefit from windfarms subsequent to the consultation; and agreed to the appointment of a Renewables Community Benefits Officer, funded by community benefits from wind turbines, when the policy is agreed and when sufficient funding is available.

Type of grant	Available budget 2015/6	Responsible Department	Comments	Proposal
SLAs with community associations		Connected Communities	30% stepped reduction in 2013 applied over three years. The budget for 4 SLAs has reduced from £130,000 to £89,000.	Reinstate 2013/14 funding level (£104,500) for a three year period from the Community Development Fund (£21,000) to enable SLA funded groups to access external funding and review their operations, to establish sustainability. Plans are in place in each centre to ensure this improvement in financial sustainability.
<ul style="list-style-type: none"> West Kilbride Village Hall; 	£11,933			
<ul style="list-style-type: none"> Vineburgh Community Association; 	£29,880			
<ul style="list-style-type: none"> Fullarton Community Association; 	£24,300			
<ul style="list-style-type: none"> Redburn Community Association 	£24,705		Three of the community organisations are requesting additional financial assistance in order to continue operation of buildings and employment of (reduced) staffing requirements.	

Type of grant	Total Value 2015/15	Responsible Department	Comments	Proposal
SLA with the Third sector Interface (TACT) Third Sector Interface (TACT)	£20,600	Connected Communities	Increased role of Third Sector Interface in work of NAC and CPP, requiring increased capacity	Increase value of SLA grant from the Community Development Fund by 25% (£5,000) to partially reflect increasing staffing commitment from the Third Sector Interface to CPP and Council functions.

Scottish Landfill Communities Fund

1. The Scottish Landfill Communities Fund (SLCF) is a tax credit scheme enabling operators of landfill sites to contribute funding to projects that create significant environmental benefits and which improve the quality of life for communities living near eligible landfill sites and transfer stations in Scotland.
2. The Landfill Tax was first introduced by the UK Government in 1996 as a way of reducing the amount of waste going to landfill and promoting more environmentally sustainable methods of waste management. As a landfill operator, North Ayrshire Council has contributed £2.5M of its total Landfill Tax liability toward the UK Landfill Communities Fund (LCF), supporting over 160 community based environmental projects across North Ayrshire.
3. Previously under the LCF the Council distributed landfill tax monies to projects after considering applications made by Environmental Bodies. Eligible projects were scored by Council Officers against objective, assessment criteria based upon:
 - Partnership value;
 - Sustainability;
 - Job Creation;
 - Education and research;
 - Council support; and
 - Corporate Policy support.
4. Projects that demonstrated the most by way of positive environmental and community impacts were recommended to the Council's Cabinet for LCF funding. Grants were awarded following approval. As the regulator, ENTRUST had responsibility of ensuring LCF funds in Scotland were spent on projects delivering an approved objects set out in legislation.
5. The Landfill Tax was devolved to Scotland on 1 April 2015, changing the way landfill funding is administered. The Scottish Landfill Communities Fund (SLCF) replaced the LCF in Scotland and, under this new scheme, funding must be passed from a landfill operator via an approved body to an eligible project.
6. Only approved bodies which are not controlled by a local authority or by persons connected to that local authority can distribute the SLCF.
7. Officers are currently procuring the appointment of the approved body. This body will be responsible for administering the SLCF and facilitating the distribution of this environmental fund to eligible projects and promoting the use of the SLCF for projects. The approved body can use up to 10% of the contributions it receives from the Council to cover its running costs administering the SLCF. This 10% limit includes VAT where applicable and has been set as low as possible by the regulator, the Scottish Environment Protection Agency, to ensure the maximum funds go to the good causes

intended.

8. The Scottish Landfill Tax (Administration) Regulations 2015 prohibit landfill Operators, including North Ayrshire Council, from instructing which projects to fund. Should the Council set the criteria for projects, this would be interpreted as form of instruction and potentially contrary to the spirit of the Regulations. Nevertheless, the Council can make recommendations as to which type of projects it would like to see funded, provided the final decision on funding is taken by the approved body. This would balance the need for local accountability with the requirement to maintain the independence of the approved body in making funding decisions. The arrangements for Cabinet to express its recommendation on projects will be presented later this year, following agreement with the approved body.
9. There are six main areas of work or object that qualify for funding the SLCF. These include:
 - Object A - reclamation, remediation, restoration or other operation on land to facilitate economic, social or environmental use;
 - Object B - community based recycling, re-use and waste and prevention projects;
 - Object C - provide, maintain or improve a public park or other public amenity;
 - Object D - conservation or promotion of biological diversity;
 - Object E - maintenance, repair or restoration of a building or site of archaeological, religious worship or historic interest and is open to the public; and
 - Object F - the provision of financial, administration and other similar services to projects.
10. Approved bodies must not discriminate in selecting a project on the grounds of the geographic location of the project (other than in respect to the vicinity rules). This means every project applying to the approved body should be given equal consideration, regardless of their project type or location (including outwith North Ayrshire).
11. Projects will be able to apply for monies from the SLCF later in 2015. To date, the Council has received applications of interest in the fund from various local community groups. Once appointed, the approved body will be responsible for guiding and liaising with these and other groups through the application process, enrolling only projects which fulfil one or more of objects of the SLCF.

12. Landfill Tax Credits

Type of grant	Total Value	Responsible Department	Comments	Proposal
Landfill Tax Credits	£160,000 (total figure including LCF and 10% match funding) available in 2014/15. This is dependent upon the volume of landfill achieved.	Economic Growth	See 3.4 above. Future Cabinet proposed.	Management to be undertaken by an “approved body” registered with SEPA and Connected Communities, with support from Economic Growth, to ensure complementarity of awards from funding streams

NORTH AYRSHIRE COUNCIL

Agenda Item 11

27 October 2015

Cabinet

Title: **Winter Service and Weather Emergencies Plan 2015**

Purpose: To seek approval from Cabinet for the Roads Winter Service and Weather Emergencies Plan 2015 in support of the Council's statutory duties under the Roads (Scotland) Act 1984.

Recommendation: Cabinet agrees to (a) approve the Roads Winter Services and Weather Emergencies Plan 2015; and (b) note the continued development and improvement in the winter service.

1. Executive Summary

1.1 North Ayrshire Council has a statutory obligation, under Section 34 of the Roads (Scotland) Act 1984, to take such steps as it considers reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads, which by definition includes carriageways, footways, footpaths, pedestrian precincts, etc.

1.2 In its statutory role as the local Roads Authority, the aim of North Ayrshire Council in respect of its winter service and weather emergencies is to:-

- provide a standard of service on public roads which will permit safe movement of vehicular and pedestrian traffic appropriate to the prevailing weather conditions;
- establish a pattern of working which will keep delays, diversions or road closures to a minimum during adverse weather conditions;
- conduct operations having regard to the requirements of the Health & Safety at Work Act 1974 and any other relevant enactments.

1.3 The Council has no responsibility for the treatment of the following trunk roads:

- A78 full length from Meadowhead roundabout, Dundonald to Inverclyde boundary at Skelmorlie;
- A737 Dalry Road, Kilwinning to Renfrewshire boundary; and
- A738 Byres Road, Kilwinning to Pennyburn roundabout.

- 1.4 All winter gritting and snow clearing operations on trunk roads are the responsibility of Scotland Transerv. The Council's Roads Service liaises on a regular basis with the trunk road operator during periods of adverse weather in order to provide the best possible seamless service to the travelling public.
- 1.5 The Council is also responsible for the management and operation of the coastal flood prevention schemes at Largs and Saltcoats. The Council will close the flood gates on the promenades and erect the flood barriers at Largs Pier in advance of predicted severe weather, with minimum disruption to promenade users and the Largs to Cumbrae ferry. Coastal flooding can occur at any time and, accordingly, the Council provides this service throughout the year.
- 1.6 A review of the Council's Winter & Weather Emergencies Service is undertaken annually over the summer months with any service improvements recorded on the Winter Action Plan (Appendix 1). Any service improvements are also incorporated into the revised Roads Winter Service and Weather Emergencies Plan 2015 for approval (Appendix 2).

2. Background

- 2.1 The updated Winter Action Plan highlights a number of key areas where change and/or improvement is ongoing or planned:-
 - route prioritisation/levels of service (including footways);
 - salt supply resilience, storage and capacity;
 - fleet and equipment requirements;
 - grit bins/community resilience;
 - communications;
 - operational controls;
 - performance management.
- 2.2. Whilst the Council's primary focus is on our Priority Network, our communities have an expectation of wider assistance during extreme weather, for example in and around schools, in residential streets, car parking areas, etc. There are over 400 grit bins provided on the road network. Salt is also available from a number of supply points throughout the Council area. An information leaflet has been published and has been distributed throughout the Council area. Weather forecast information and details of planned winter treatments are posted on the Council's website. In addition details of disruption to the road network caused by adverse weather is also posted on the website.

- 2.3 Priority 1 and Priority 2 routes - covering 66% of the total network - were reviewed and rationalised prior to the 2013/14 winter season and remain unchanged for 2015/16.
- 2.4 The remaining 34% of the road network, comprising of minor rural and residential roads, is covered by Priority 3 routes. Details of our priority gritting routes are available on the Council's website at:- <http://www.north-ayrshire.gov.uk/resident/roads-and-travel/winter-gritting.aspx>
- 2.5 Priority 1 routes will be treated on receipt of an adverse weather forecast, as detailed in the decision making matrix contained in Appendix C of the Winter Service and Weather Emergencies Plan 2015.
- 2.6 Priority 2 routes will be treated in addition to Priority 1 routes when sub-zero temperatures are forecast to extend beyond midday and will be treated following completion of Priority 1 routes. Generally the treatment of Priority 2 routes will commence at 8.00 am, however appropriate treatment may be instructed at any time depending on conditions.
- 2.7 Priority 3 routes will generally only be treated following severe weather or when sub-zero conditions are forecast to continue over an extended period. They will be treated as resources permit only after all Priority 1 and Priority 2 routes are clear unless it is identified as an emergency.
- 2.8 Brine spraying will be carried out in Irvine and Kilwinning town centres' public realm. Priority footway routes have been reviewed and arrangements have been made with Streetscene to assist with the treatment of priority footways over the winter season. Stand-by arrangements are also in place with Streetscene to cover at weekends from 28 November 2015 through to 7 February 2016 and over the festive holiday period.
- 2.9 Last winter season approximately 8,500 tonnes of salt was used to treat the road network, compared to approximately 4,400 tonnes of salt during the winter of 2013/14. For winter 2015/16 7,000 tonnes of salt will be stored at our Goldcraigs depot and 1,600 tonnes at our Market Road depot on Arran, complying with the salt stock levels agreed with the West of Scotland Regional Resilience Partnership (WoSRRP). In addition salt will be distributed to Streetscene depots to assist with the treatment of footways. Salt usage will be monitored weekly and stocks will be augmented if necessary.
- 2.10 Grit bins will be replenished to allow communities to self-help during periods of adverse weather and these will be replenished when necessary over the winter period.

- 2.11 Similar to last winter information on weather forecasts, winter treatment decisions and any road closures due to adverse weather will be provided on the Council website.
- 2.12 A pre-winter planning meeting was held with Managers from across Council Services on 1 October 2015. This meeting was held to ensure Services are taking the necessary steps to prepare for the potential severities of winter weather.
- 2.13 A planning exercise known as the 'dry run' was carried out on 9 October 2015 (mainland) and 21 October 2015 (Arran) to check our preparedness for the forthcoming winter season.
- 2.14 The weather station on the A760 at Catburn, between Largs and Kilbirnie, has been upgraded for this winter season and a camera has been installed to assist Winter Controllers and Supervisors in monitoring weather conditions.

3. Proposals

- 3.1 The Cabinet is asked to approve the Winter Service and Weather Emergencies Plan 2015 and to note the continued development and improvement in the winter service.

4. Implications

Financial:	Budget priorities is in place to deliver the plan.
Human Resources:	Training has been provided to appropriate staff to ensure they are prepared for the forthcoming winter season.
Legal:	The Council has a statutory obligation under Section 34 of the Roads (Scotland) Act 1984 "to take such steps as they consider reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads".
Equality:	There are no equality implications.
Environmental & Sustainability:	There are no environmental implications.
Key Priorities:	Delivery of the winter service supports a range of priorities in the Council Plan, particularly in 'helping all of our people to stay safe, healthy and active'.
Community Benefits:	Delivery of the winter service will directly benefit our communities by ensuring that the local road and footpath network is kept clear of snow and ice and thus enabling normal day to day activity to continue.

5. Consultation

- 5.1 Consultation regarding preparations for the forthcoming winter season and the development of the Winter Action Plan has taken place with The Ayrshire Civil Contingencies Team, Transport, Streetscene, Waste Services, Communications, Customer Services, Social Services, Education, Housing, Criminal Justice, suppliers and external organisations.



CRAIG HATTON
Executive Director (Place)

Reference : YB/JS/CD/LH

For further information please contact Joe Smith, Senior Manager (Roads and Transportation), on Telephone 01294 324865.

Background Papers

0

PHYSICAL ENVIRONMENT - 2015/16 WINTER ACTION PLAN

Service Improvement Action		Existing Operation	Proposed Action	Timescale	Progress
1.0	Policies, Procedures & Guidance				
1.1	Review Existing Policy and Procedures document	Winter and Weather Emergencies Procedures and Resources Document reviewed on annual basis	Review annually after each Winter Period	October 2015	Complete
2.0	Review of Existing Winter Maintenance Operations				
2.1	Existing Priority Gritting Routes	Priority 1 route rationalised in 2013 to 49% of network, approximately 500km.	No changes proposed.	October 2015	Complete
2.2	Non-Priority Routes	The network is divided into 3 priorities with level of service being identified from the LTS. Priority 1 routes are treated as a precautionary measure. Priority 2 routes which cover an additional 17% of road network are treated when freezing conditions are forecast to extend beyond midday.	Develop Priority 3 routes for the remainder of road network.	October 2015	Complete
2.3	Footway Gritting	Formal arrangement with Streetscene for assisting with reactive delivery of the winter service.	Introduce record keeping for footway routes.	October 2015	Complete
2.4	Assistance from outside parties.	Formal arrangement in place with local contractors and farmers to assist in the event of extreme weather condition.	Review annually	October 2015	On target

Service Improvement Action	Existing Operation	Proposed Action	Timescale	Progress
2.5 Gritting of other Council and additional locations.	Education and Housing have arrangements in place with Streetscene and Community Justice for assistance with snow clearing.	Review arrangements annually. Provide Education with estimate for gritting school car parks.	October 2015	On target
2.6 Brine Spraying in town Centre locations	Irvine and Kilwinning Town centre public realm treated with brine proactively throughout winter period	Review annually	October 2015	Complete
3.0 Winter Gritting Fleet				
3.1 Winter Gritting Fleet	The gritting fleet comprise 11 No. 18 tonne Econ Uni-Bodies and 3 No 7.5 Tonne Econ Uni-Bodies.	Vehicles to be serviced and gritter units to be calibrated.	October 2015	Complete
4.0 Operational Controls				
4.1 Weather forecast provision	The Council's weather forecast service is currently procured by means of a collaborative contract with 12 other Local Authorities from 2010 – 2016	Current contract ends on 15 th May 2016. Working group now established to prepare future contract.	May 2016	On target
4.2 Ice Prediction methods	North Ayrshire Council has two weather stations installed on the road network and has access to a further two weather stations with the Council area, provided by Transport Scotland, on the trunk road network. We also have access to a number of additional weather stations on our neighbouring authorities road network.	Propose to upgrade weather station on A760 and introduce camera for improved monitoring. Propose to upgrade weather station and introduce camera on B880 String Road Arran for next winter season.	October 2015	On target

Service Improvement Action	Existing Operation	Proposed Action	Timescale	Progress
4.3 Winter Gritting Records	Records of winter instructions and operations recorded on Manager winter roads management system during 2014/15.	Continue to record roads winter actions on Manager - Winter Roads Management System. Introduce record keeping for footway treatments undertaken.	October 2015	On target
4.4 Business Continuity	The provision of Winter and Weather Emergencies Procedures and Resources document is included within the Business Continuity Plan.	Review Business Continuity Plan.	Review Annually	On target
5.0 Salt				
5.1 Salt Storage	Salt stock starting level 7500 tonnes on the mainland and 1600 tonnes on Arran providing 46 days heavy salting resilience.	Ensure salt stock complies with Scottish Government resilience levels prior to the onset of the winter season.	Review Annually	On target
5.2 Salt Distribution	Procedure implemented for salt distribution throughout Council Services in place at Depot.	Review and ensure all staff know procedures annually.	Review Annually	Complete
6.0 Communication				
6.1 Information available to Members, Council Services, general public and other stakeholders	Weather forecasts and winter decisions distributed across Services.	Present report to Area Committees.	Nov/Dec 2015	On target
	Roads winter gritting decision posted on Council Website.	Continue to provide information on the council website.	Review Annually	On target
	Details of any road closures due to adverse weather posted on Website.	Monitor effectiveness of information provided on the Council website.	Review Annually	On going
	Provide Winter Advice Leaflet at Council Offices	Promote Roads Winter Service during Customer Services Week and Ready for Winter campaign.	October 2015	On going

Service Improvement Action	Existing Operation	Proposed Action	Timescale	Progress
7.0 Measuring Performance				
7.1 Monitor performance of winter actions	Performance is currently measured using APSE Performance indicators which measure efficiency in relation to documented procedures. Winter Survey carried out in October 2013.	Review annually	October 2015	On target
7.2 Monitor performance on individual routes	Routes reviewed in 2013 to optimise efficiency.	Priority 3 routes developed for this winter.	October 2015	On target
8.0 Training				
8.1 Winter Service Training	Staff trained in delivery of winter service.	Identify training needs of personnel involved with the provision of the winter maintenance service. Arrange appropriate training.	Review Annually	On target
9.0 Health & Safety				
9.1 Toolbox Talks	Toolbox talks are delivered to all personnel engaged in the delivery of the winter maintenance service.	Review toolbox talk at the start of each winter.	Annually	On target



Physical Environment

Roads Winter Service and Weather Emergencies Plan

2015 - 2016

Cunninghame House
IRVINE
Ayrshire KA12 8EE
Tel: 01294-310000

CONTENTS

	Page No
1. Introduction	2
2. Priorities for Winter Treatment	3
3. Organisation	5
4. North Ayrshire Council Resources (Roads)	6
5. Other Resources	7
6. Weather Forecasting	8
7. Decision Making	8
8. Ice Prediction	9
9. Road Condition Reports	9
10. Communications	9
11. Road Closures	10
12. Liaison with the Police	10
13. Cross Boundary Arrangements	10
14. Vehicle Routes	11
15. Precautionary Salting	11
16. Grit Bins	11
17. Largs and Saltcoats Flood Prevention Schemes	12
18. Sandbag Procedures	12

Appendix A - Priority1 Carriageway Gritting Routes

Appendix B - Level of Service

Appendix C - Decision Making

Appendix D - Summary of Available Labour & Plant

Appendix E - Community Grit Bins

Appendix F - Summary of Available Materials

Appendix G - Salt Resilience

Appendix H - Contacts Arrangements

Appendix I - Distribution List

Appendix J - Bridges with weight or height restrictions

Appendix K - Arrangements with other Authorities

Appendix L - Grit Bin Policy and Procedure

1. INTRODUCTION

North Ayrshire Council has a statutory obligation, under Section 34 of the Roads (Scotland) Act 1984, to take such steps as it considers reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads which by definition includes carriageways, footways, footpaths, pedestrian precincts, etc.

In its statutory role as the local Roads Authority, the aim of North Ayrshire Council in respect of its winter service and weather emergencies is to:-

- (i) provide a standard of service on public roads which will permit safe movement of vehicular and pedestrian traffic appropriate to the prevailing weather conditions;
- (ii) establish a pattern of working which will keep delays, diversions or road closures to a minimum during adverse weather conditions;
- (iii) conduct operations having regard to the requirements of the Health & Safety at Work Act 1974 and any other relevant enactments.

This Plan only relates to the Council's duties as Roads Authority and does not cover the wider response of the Council during winter and other weather emergencies.

North Ayrshire Council has no responsibility for the treatment of trunk roads. From 1st April 2001, the contract for management and maintenance of the trunk roads in Scotland has been awarded by the Scottish Government to the private sector. The successful contractor for the South West of Scotland is Scotland TranServ and the roads involved in North Ayrshire are as follows:-

A78 full length from Meadowhead roundabout, Dundonald to Inverclyde boundary at Skelmorlie;

A737 Dalry Road, Kilwinning to Renfrewshire boundary;

A738 Byres Road, Kilwinning to Pennyburn roundabout.

All winter gritting and snow clearing operations on these roads will be the responsibility of Scotland TranServ. North Ayrshire Council's Physical Environment (Roads & Transportation) and Scotland TranServ liaise on a regular basis during periods of adverse weather in order to provide the best possible service to the travelling public.

North Ayrshire Council is also responsible for the management and operation of the coastal flood prevention schemes at Largs and Saltcoats. The Council will close the flood gates on the promenade and erect the flood barriers at Largs Pier in advance of predicted severe weather with minimum disruption to promenade users and the Largs to Cumbrae ferry. Coastal flooding can occur at any time and, accordingly, the Council will provide this service throughout the year.

In the event of extreme weather similar to that which was experienced on Arran late March 2013 where major disruption affects large parts of the community, a coordinated response is adopted by the Council to ensure public safety. In dealing

with such emergencies, the Police initially lead the emergency or response stage of the emergency. Thereafter, the Council leads the recovery stage. Generally, there are 3 levels of Civil Contingencies response. There is a strategic group at National or Strathclyde wide level, a tactical group at North Ayrshire level and an operational group at local level.

The Ayrshire Civil Contingencies Team (ACCT) act as lead for the Council and implement the Civil Contingencies Plan liaising with all relevant Stakeholders identified within the Plan.

A key role of the Council as a Category 1 responder is to plan for such Civil Contingencies. In August 2014, the ACCT undertook Exercise Ayrshire Polar Storm to test the resilience within the relevant emergency plans.

2. PRIORITIES FOR WINTER TREATMENT

North Ayrshire Council has defined the priorities for carriageway and footway/footpath treatment as follows:

2.1.1 Carriageway Priorities

Where slush is formed, this shall be removed as soon as practicable to avoid the risk of rutting should there be a further significant fall in road temperatures which might result in freezing conditions.

2.1.2 Carriageway Routes for Proactive Treatment

Priority 1 – Strategic, Main Distributor and Distributor routes, bus routes and certain pre-determined Secondary Distributor routes identified from the Local Transport Strategy (LTS) will be treated when it is forecast that snow or ice is likely to be present on road surfaces.

Due to the various climatic domains within North Ayrshire the Priority 1 routes may be adjusted to cover either the four pre-determined Inland Routes or two pre-determined High Routes which all currently form part of our existing Priority Network.

Priority 1 gritting routes are available on the Council website (See Appendix A).

2.1.3 Carriageway Routes for Reactive Treatment

- a) **Priority 2** – Remaining Secondary Distributor, local access and residential distributor roads.

Given the presence of ice and snow Priority 2 routes may be treated during normal working hours as resources permit when sub-zero temperatures are forecast to continue beyond midday following completion of Priority 1 routes.

- b) **Priority 3** – The remaining road network including minor rural unclassified routes and remaining residential areas not already covered

Priority 3 routes will be treated as resources permit when sub-zero conditions are forecast to continue over an extended period only after all Priority 1 and Priority 2 routes are clear unless it is identified as an emergency.

2.1.4 Carriageway Routes for Snow Clearance

On receipt of a weather warning predicting medium (25 - 100 mm deep) or heavy (over 100 mm deep) snowfalls, the Senior Manager (Roads & Transportation) where appropriate, will recall to depots such vehicles capable of being equipped with snowploughs.

While snow is still falling the Strategic and Main Distributor Network will be prioritised for ploughing and treatment in order to target resources and to keep these routes open for traffic.

After snow has stopped falling but is lying, the remaining Priority 1 precautionary routes will be ploughed and treated before commencing ploughing and treatment on Priority 2 and Priority 3 routes as resources and conditions permit.

2.1.5 Cumbrae

The Senior Manager (Roads & Transportation) has no roads operatives based on the Isle of Cumbrae, however arrangements have been made with Streetscene to carry out gritting operations on the Island.

2.2 Footway/Footpath Priorities

With limited resources available footways and footpaths will only be treated when considered necessary (e.g. heavy snowfall or extensive icing). They will normally only be treated during normal working hours, but arrangements are in place to undertake emergency work out of normal working hours, weekends and public holidays in extreme circumstances.

Generally, treatment of footways and footpaths will be reactionary and not pre-planned, and where possible work will be undertaken during normal working hours.

When treatment is instructed the following priorities will apply:-

Priority 1 Routes will be considered for treatment if it is forecast that ice or snow is likely to be present or where surfaces are wet with temperatures forecast to remain below zero until 10:00am the next working day.

Priority 1 Routes - Urban shopping areas and precincts, footway access to schools, emergency facilities including fire and rescue, police and ambulance services, hospitals, sheltered housing, doctors surgeries and health centres etc;

Priority 2 routes will be treated if it is forecast that ice or snow is likely to be present with temperatures forecast to remain below zero for a prolonged period only after priority 1 routes are clear.

Priority 2 Routes - Steep hills on main distributor and residential distributor routes, routes to bus stops etc, only after all Priority 1 have been cleared;

Priority 3 routes will be treated if it is forecast that ice or snow is likely to be present with temperatures forecast to remain below zero for a prolonged period only after priority 1 and 2 routes are clear.

Priority 3 Routes - Other areas of high pedestrian concentration.

Streetscene staff will assist with the treatment of footways.

In order to maximise coverage on footways, generally only one side of a road will be initially treated.

It is not possible for the Council to treat all footways and footpaths within North Ayrshire. As such the Council encourages the community to participate in self help, through the use of grit bins which can be requested through the grit bin application process. Grit bins will only be allocated where it has been assessed and deemed as an appropriate location by the Council.

2.3 Cycle Routes

With limited manpower resources no treatment will be carried out on off road cycle routes.

2.4 Response and Treatment Times

Routine precautionary salting of priority 1 carriageway routes should be completed within 3 hours of the planned start time. For emergency or unplanned salting the start time from leaving the depot shall be no more than 1 hour.

3. ORGANISATION

The Head of Physical Environment is responsible for specifying the level of winter service required based on approval from the Council. The Senior Manager (Roads & Transportation) is responsible for implementing this service.

A duty Winter Controller and Winter Supervisor will be appointed by the Senior Manager (Roads & Transportation) for the whole of the winter period covered by these procedures (mid-October to early April)

4. NORTH AYRSHIRE COUNCIL RESOURCES (ROADS)

4.1 General

Following approval from the Council, it is the responsibility of the Head of Physical Environment to define the level of service to be provided within their sphere of operations and to issue appropriate instructions to the Senior Manager (Roads & Transportation) to provide the necessary labour and plant for winter operations. This level of service will be based on the national Code of Practice for Well Maintained Highways (see Appendix B).

The level of winter treatment is established utilizing the weather forecasts provided by MeteoGroup UK Limited in accordance with the winter treatment matrix (Appendix C).

The Senior Manager (Roads & Transportation) shall thereafter be responsible for advising the Head of Service of any matters which may affect his ability to deal with adverse weather conditions e.g. labour disputes, extensive plant breakdowns etc.

Labour resources from Physical Environment (Roads & Transportation) will be provided for the Winter and Weather Emergencies Service. The stand-by period will be 22th October 2015 until 14th April 2016. This period may be extended beyond the given dates if conditions warrant such action. These arrangements include home stand-by which is activated by the designated Winter Supervisor when instructed by the Winter Controller or as the result of hazardous road conditions being reported.

4.2 Labour

A proportion of the roads labour force will be on stand-by for winter service operations out of normal working hours, with the remainder on call out as necessary. This allows evening and early morning precautionary salting to be carried out on our priority carriageway network to treat dangerous roads before the morning rush hour.

In determining the labour resources required for the winter service, cognisance is taken of the key objective to treat all priority routes before the commencement of the morning peak period.

4.3 Vehicle Plant and Equipment

Prior to commencement of winter service operations, the Senior Manager (Roads & Transportation) will ensure that all equipment for salting roads and snow clearing is in working order and, where appropriate, that ancillary items can be fitted to vehicles without difficulty, e.g. ploughs set up on blocks to facilitate assembly. The above procedure should also be applied to vehicles and plant available under contract for the winter service.

The Senior Manager (Roads & Transportation) will ensure that all vehicles engaged in the winter service are equipped with radios or other appropriate communication devices to allow contact to be maintained between the depot and operators. Superintendents have mobile telephones. There is also a gritting navigation and

vehicle tracking system fitted and operational in all vehicles to reduce the risk associated with gritting operations.

A summary of labour, vehicles, plant, and equipment available for the winter service work is detailed in Appendix D.

Once per year the Senior Manager (Roads and Transportation), will organise a trial closure of the flood gates and erection of the de-mountable barriers at the Largs and Saltcoats Flood Prevention Schemes. This is to ensure that the gates and barriers remain in full working order and that all staff are familiar with the process.

4.4 Salt

Salt is purchased through a Scotland Excel annual purchase contract. Mainland salt deliveries are stored in the salt barn within the Goldcraigs Depot. Salt on Arran is stored in the open at the Roads Depot in Market Road, Brodick.

During the season, the Senior Manager (Roads & Transportation) will arrange for a weekly check to be made on the amount of salt used and for stocks to be augmented as necessary. There is a procedure in place at the depot to strictly control salt distribution. All vehicles are tagged and must cross the weighbridge to accurately record salt usage. This includes salt distributed to Streetscene and contractors assisting with winter service delivery.

Small quantities of salt are available for issue free of charge to the public, subject to residents supplying a suitable container. Details of locations of community grit bins where small quantities of salt are available are given in Appendix E

The planned salt stock level at commencement of winter is given in Appendix F.

In the event of prolonged severe weather the Council has a salt resilience plan (Appendix G), which will be implemented if conditions require.

5. OTHER RESOURCES

During adverse weather conditions, the Senior Manager (Roads & Transportation), (after consultation with the Head of Physical Environment), shall, if necessary, augment his resources by the use of personnel from Streetscene and external contractors at rates agreed prior to engagement through a framework contract. The Head of Physical Environment should be advised, as soon as practicable, of external resources engaged as a result of decisions made outwith normal working hours.

The Senior Manager (Roads & Transportation) will provide a supply of salt to Streetscene and external contractors where appropriate to permit the treatment of agreed footways/footpaths. This will be managed through a salt management system based at Goldcraigs Roads Depot.

6. WEATHER FORECASTING

North Ayrshire Council, through a collaborative contract lead by South Lanarkshire Council, has appointed MeteoGroup UK Limited, as their weather forecast provider. During the winter service period MeteoGroup UK Limited will provide a weather forecasting service and monitor road and weather conditions.

MeteoGroup UK Limited receive, monitor and interpret, climatic, ice prediction and weather radar information on a continuous basis and provide detailed weather forecasts on a daily basis during the whole winter period.

SEPA operate a coastal flood warning system for the Firth of Clyde. If storm surges and coastal flooding are predicted, SEPA provide advance warning to the Council by e-mail and also through their Floodline service which is available on their website or by phone. This service is available all year round.

7. DECISION MAKING

The Senior Manager (Roads & Transportation) will appoint suitably trained and experienced personnel as Winter Controller.

During the winter season the Winter Controller will receive the weather forecast around 12.00 hours and decide on the treatment to be carried out. The Winter Controller will check the treatment decision of neighbouring authorities for consistency and reconsider if necessary. The weather forecast provider will provide an evening forecast around 19.00 hours and if this update indicates any change in the forecast the Winter Controller will amend the decision accordingly and advise the Winter Supervisor.

For out of office hours, Saturdays, Sundays and public holidays the Senior Manager (Roads & Transportation) shall provide the weather forecast provider with contact telephone numbers of the on duty Winter Controller. If the forecast conditions change from good to adverse at any time, then the weather forecast provider will phone the Winter Controller either at work or at home as appropriate. Thereafter, it is the responsibility of the Winter Controller to take action including the calling out of stand-by squads to undertake salting/snow clearing.

Winter Controllers have the facility at any time to contact the weather forecast provider for advice or clarification of forecasts. These arrangements will be in place from 15 October 2015 until 14 April 2016 and these dates can be extended if required.

The decision making process is illustrated in Appendices B & C.

The Head of Physical Environment will appoint suitably trained staff and experienced personnel to manage the coastal flood prevention schemes at Largs and Saltcoats. During the winter season, this will be the Winter Controller.

8. ICE PREDICTION

In addition to the weather forecast information, the Council has available further information from sensors which have been installed at the locations listed below:-

- A78 Ardrossan
- A737 Highfield
- A760 Catburn
- A735 Near Dunlop
- B880 Arran, summit of The String

The sensors provide current details of road and air temperatures and indicate the presence of moisture, thereby identifying locations that icing has occurred or where there is a risk that icing will occur.

By utilising the data from these sensors the weather forecast provider is able to supplement their forecast by producing site specific forecasts. The above information is available to the Winter Controller via computer link 24 hours a day throughout the winter period.

9. ROAD CONDITION REPORTS

During periods of adverse weather, the Senior Manager (Roads & Transportation) shall receive reports on road conditions from the Winter Supervisor by 09.45 hours. These reports should be updated as necessary depending on changing circumstances.

10. COMMUNICATIONS

The Head of Physical Environment or nominated senior manager will deal with statements to the Press, Radio and Television regarding road conditions throughout the area. The Council's Communication team will assist, and may take the lead role depending on the nature of any significant event.

General advice and information, along with timeous service updates, will be placed on the Council's website.

The Head of Physical Environment (or nominated senior officer) will ensure that all staff involved in communication with members of the public are fully briefed with consistent and accurate information.

The Senior (Roads & Transportation) will produce and distribute the Winter Maintenance Advice leaflet that will contain general information for members of the public on the Winter Service. The advice leaflets will be available to the public at selected locations throughout North Ayrshire, such as libraries etc.

A formal protocol has been agreed by the former Strathclyde Emergency Co-ordination Group (SECG) now known as West of Scotland Regional Resilience Partnership (WoS RRP) and Ayrshire Civil Contingencies Team (ACCT) for the transfer of information in relation to Winter and Weather Emergencies.

The Council's daily winter decisions are available for the public and can be accessed via the Council's website. Any winter and weather emergencies can be reported to North Ayrshire Council and the Trunk Road Operators using the contact information contained within Appendix H.

The distribution list for winter weather emergencies can be found under Appendix I.

11. ROAD CLOSURES

Where it is considered that a road is rendered unsafe due to adverse winter conditions then the Police or persons acting on behalf of the Chief Constable will arrange to have the road closed and advise the on-duty Winter Supervisor as soon as possible of their actions. The Winter Supervisor will advise the Winter Controller/Senior Manager (Roads and Transportation) of any road closures. Appropriate measures will also be taken to re-direct traffic and to ensure that the necessary signs are put in place. When the road affected is a through route the adjoining Councils will be kept informed. Police will advise the other emergency services (Ambulance & Fire) of the closures.

Prior to signing diversionary routes, the capacity of the roads and the headroom and weight restrictions of structures should be checked with the Winter Controller to ensure that they are adequate (see Appendix J).

12. LIAISON WITH THE POLICE

Physical Environment (Roads & Transportation) will ensure close liaison with the Police, particularly during periods of severe weather.

Where practicable, the Police will be informed in advance of North Ayrshire Council's proposed operations. Similarly arrangements have been made for exchanging information on proposed actions with neighbouring authorities and the trunk road operating company.

Where necessary the service will request appropriate assistance from the Police when moving equipment, arranging road closures and dealing with abandoned vehicles.

Reports from the Police regarding dangerous road conditions should be acted upon by the Winter Supervisor as soon as practicable, having regard to priorities in this document and the conditions pertaining throughout the area.

13. CROSS BOUNDARY ARRANGEMENTS

Because the Council boundaries do not always coincide with convenient turning points at the end of gritting routes, arrangements have been drawn up with all adjacent authorities for the gritting routes to be continued short distances to appropriate turning points. See (Appendix K).

14. VEHICLE ROUTES

From local knowledge and the resources available, routes are drawn up by Roads and Transportation on the basis of the priorities listed in Paragraph 2.1. However, in order to minimise unproductive mileage, some roads in a lower category may be treated out of sequence. This may also occur when conditions vary throughout the area.

A complete set of route cards will be kept in the Physical Environment (Roads & Transportation) offices, with a duplicate set being held in Goldcraigs Depot.

Treatment of precautionary carriageway salting routes should be completed within three hours of planned start time under routine conditions. When the Winter Controller instructs immediate winter service operations, the response time to start treatment should be within one hour.

It should be noted that gritting routes are either at or close to capacity and it is unlikely that any additions to routes could be considered without additional finance and human resources.

15. PRECAUTIONARY SALTING

On receipt, within normal working hours, of a forecast from the weather forecast provider warning of frost, freezing or snow conditions, the Winter Controller in consultation with the Senior Manager (Roads & Transportation), shall give consideration to precautionary salting of main roads.

Where such a warning is received out with normal working hours, the Winter Controller has delegated authority to activate call-out procedures as indicated in section 7.

Extensive and accurate records of weather forecasts, winter treatment decisions and actions taken will be kept to demonstrate our compliance to our Winter and Weather Emergencies Procedures and Resources document.

16. GRIT BINS

There are approximately 400 grit bins distributed across North Ayrshire. These are located at areas of particular difficulty e.g. dangerous bends, steep gradients etc. The policy and procedures for siting of grit bins, and requests for additional bins is shown in Appendix L.

Grit bins will be refilled prior to the start of winter and as considered necessary during the winter season and following periods of severe weather when resources are available.

The locations of Community Grit Bins are listed in Appendix E.

17. LARGS AND SALTCOATS FLOOD PREVENTION SCHEMES

On receipt of a severe weather warning predicting a combination of strong winds, high tides or tidal surges the Winter Controller will, when necessary, instruct the closure of the flood gates on the promenade at Largs and/or the erection of the flood barriers at the Largs Pier and/or Saltcoats promenade.

18. SANDBAG PROCEDURES

The deployment of sandbags to prevent or contain floodwaters can be an effective way of mitigating the effect of a flood, however the lead time for filling and deployment can be lengthy, as a large number of bags cannot be filled in advance due to storage problems. Therefore, an early decision must be taken to sandbag, to avoid a subsequent waste of time and effort. The deployment of sandbags will be decided with regard to the following priorities:

1. To prevent loss of life or serious injury
2. Maintenance of access for the emergency services
3. Protection of vital facilities within the community
4. Protection of transportation routes
5. Protection of NAC property
6. Protection of private dwelling houses

The decision to deploy sandbags will be made by the Winter Controller / Supervisor or appropriate officers in Building Services, Cleansing or the Island Officer on Arran in accordance with the Services' callout/emergency procedures.

Notes:

1. Sandbags will not normally be deployed to protect commercial property;
2. Appropriate stocks of empty and filled sandbags will be held by the Services mentioned above, based on previous usage and experience.

The above procedure mainly relates to tidal, fluvial and watercourse flooding. Where flooding occurs as a result of a blocked, damaged or ineffective Council owned drainage systems, sandbags will be deployed as required to mitigate the effects of flooding (and reduce the likelihood of claims against the Council) including the protection of commercial property.

***Priority 1 Carriageway Gritting Routes
Policy & Procedure***

Priority 1 Gritting Routes can be viewed on the Councils website using the following address:-

<http://www.north-ayrshire.gov.uk/resident/roads-and-travel/winter-gritting.aspx>

LEVEL OF SERVICE

Road Surface Temperature	Precipitation	Predicted Road Conditions		
		Wet	Wet Patches	Dry
Temperature Forecast between +1.5°C And +0.5°C	No Rain No Hoar Frost No Fog	High Route Patrols		No action likely
Temperature Forecast below +0.5°C	No Rain No Hoar Frost No Fog	(Priority 1 Routes)		
	Expected Hoar Frost Expected Fog	Salt before frost		
	Expected rain BEFORE freezing	(Priority 1 Routes) Salt after rain stops		
	Expected rain DURING freezing	(Priority 1 Routes) Salt before frost, as required during rain and after rain stops		
	Possible rain Possible hoar frost Possible fog	(Priority 1 Routes) Salt before frost	Monitor weather conditions	
Expected Snow Fall		(Priority 1 Routes and footways) Salt before snow fall		
The decision to undertake precautionary treatments should be adjusted, where appropriate, to take account of residual salt.				
All decisions should be evidence based, recorded and continuously monitored and reviewed.				

DECISION MAKING

WINTER TREATMENT SPREAD RATE MATRIX SCOTS WINTER SERVICE SUBGROUP ADVICE - AUGUST 2015

Salt Type	Precautionary Treatment for frost / ice	Variation of Well Maintained Highways Appendix H - September 2013					
		Column C	Column D	Column G	Column H	Column K	Column L
		Poor Cover Medium Traffic Normal Loss	Poor Cover Medium Traffic High Loss	Fair Cover Medium Traffic Normal Loss	Fair Cover Medium Traffic High Loss	Good Cover Medium Traffic Normal Loss	Good Cover Medium Traffic High Loss
Dry Salt	RST at or above -2 Degrees and dry or damp road conditions (Table H9 of Code - where the road surface is dry no action is needed even when conditions are below zero)	10 (8)	10 (8)	10 (8)	10 (8)	10 (8)	10 (8)
Pre-wet Salt		10 (8)	10 (8)	10 (8)	10 (8)	10 (8)	10 (8)
Treated Salt		10 (7)	10 (7)	10 (7)	10 (7)	10 (7)	10 (7)
Dry Salt	RST at or above -2 Degrees and wet road conditions	15 (13)	20 (16)	10 or 15 (11)	15 (13)	10 (8)	10
Pre-wet Salt		15 (12)	15 (14)	10 (10)	15 (12)	10 (8)	10 (9)
Treated Salt		10 (10)	10 or 15 (11)	10 (8)	10 (10)	10 (7)	10 (7)
Dry Salt	RST below -2 deg C and above -5 deg C and damp road conditions	15 or 20 (17)	20	10 or 15 (14)	20 (17)	10 or 15 (11)	15 (13)
Pre-wet Salt		15 or 20 (16)	20 (18)	15 (14)	15 (16)	15 (11)	15 (12)
Treated Salt		15 (12)	15 (14)	10 or 15 (11)	15 (12)	10 (8)	10 (10)
Dry Salt	RST below -2 deg C and above -5 deg C and wet road conditions	1 x 20 then monitor & treat as required (2x17)	1 x 20 then monitor & treat as required (2x20)	1 x 20 then monitor & treat as required (2x28)	1 x 20 then monitor & treat as required (2x17)	20(20)	1 x 20 then monitor & treat as required (25)
Pre-wet Salt		1 x 20 then monitor & treat as required (2x16)	1 x 20 then monitor & treat as required (2x18)	1 x 20 then monitor & treat as required (27)	1 x 20 then monitor & treat as required (31)	1 x 20 then monitor & treat as required (21)	1 x 20 then monitor & treat as required (24)
Treated Salt		1 x 20 then monitor & treat as required (24)	1 x 20 then monitor & treat as required (28)	1 x 20 then monitor & treat as required (21)	1 x 20 then monitor & treat as required (24)	1 x 20 then monitor & treat as required (16)	1 x 20 then monitor & treat as required (19)
Dry Salt	RST at or below -5 deg C and above -10 deg C and damp road conditions	1 x 20 then monitor & treat as required (2x16)	1 x 20 then monitor & treat as required (2x19)	1 x 20 then monitor & treat as required (27)	1 x 20 then monitor & treat as required (2x16)	20	1 x 20 then monitor & treat as required (24)
Pre-wet Salt		1 x 20 then monitor & treat as required (2x16)	1 x 20 then monitor & treat as required (2x18)	1 x 20 then monitor & treat as required (27)	1 x 20 then monitor & treat as required (31)	1 x 20 then monitor & treat as required (21)	1 x 20 then monitor & treat as required (24)
Treated Salt		1 x 20 then monitor & treat as required (23)	1 x 20 then monitor & treat as required (27)	1 x 20 then monitor & treat as required (20)	1 x 20 then monitor & treat as required (23)	1 x 20 then monitor & treat as required (15)	1 x 20 then monitor & treat as required (18)
Dry Salt	RST below -5 deg C and above -10 deg C and wet road conditions	1 x 20 then monitor & treat as required (2x32)	1 x 20 then monitor & treat as required (2x39)	1 x 20 then monitor & treat as required (2x27)	1 x 20 then monitor & treat as required (2x32)	1 x 20 then monitor & treat as required (2x20)	1 x 20 then monitor & treat as required (2x24)
Pre-wet Salt		1 x 20* then monitor & treat as required (2x31)	1 x 20 then monitor & treat as required (2x36)	1 x 20 then monitor & treat as required (2x27)	1 x 20 then monitor & treat as required (2x31)	1 x 20 then monitor & treat as required (2x21)	1 x 20 then monitor & treat as required (2x24)
Treated Salt		1 x 20 then monitor & treat as required (2x23)	1 x 20 then monitor & treat as required (2x27)	1 x 20 then monitor & treat as required (2x20)	1 x 20 then monitor & treat as required (2x23)	1 x 20 then monitor & treat as required (30)	1 x 20 then monitor & treat as required (2x18)

() = Appendix H rates in brackets

Please see H10.25 regarding effectiveness of sodium chloride at low temperatures.

Salt Type	Precautionary Treatments Before Snow or Freezing rain		
		Ligh or Medium Traffic	Heavy Traffic
Dry Salt	Light Snow Foirecast	20g/m ²	20g/m ²
Pre-wet Salt		20g/m ²	20g/m ²
Treated Salt		15g/m ²	15g/m ²
Dry Salt	Moderate/Heavy Snow Forecast	20g/m ²	40g/m ²
Pre-wet Salt		20g/m ²	40g/m ²
Treated Salt		15g/m ²	30g/m ²
Dry Salt	Freezing rain Forecast	1 x20g/m ² then monitor	
Pre-wet Salt		1 x20g/m ² then monitor	
Treated Salt		1 x15g/m ² then monitor	

Note:

- Rate of spread for precautionary treatments may be adjusted to take account of local variations along the routes such as residual salt, temperature variations, surface moisture (air or road surface) road alignment and traffic density.
- All decisions should be evidence based, recorded and require continuous monitoring and review.
- Ice refers to all ice on the road surface, including black ice.

- The level of service generally complies with the recommendations laid down in “Well Maintained Highways” the UK Code of Practice for Highway Management and is summarised above.
- Appendix H of “Well Maintained Highways” which covers winter maintenance operations and treatments underwent a complete revision in November 2013. The SCOTS winter Subgroup has been in consultation with the National Winter Service Research Group (NWSRG) concerning the implementation of Appendix H of Well Maintained Highways. The Subgroup made a number of suggestions to implement Appendix H that have been commented on by the NWSRG. Having considered the comments from the NWSRG on the review of Appendix H the SCOTS Winter Service Subgroup provided advice that Scottish Local Roads Authorities adopt variations to Appendix H of Well Maintained Highways that North Ayrshire Council are following.

SUMMARY OF AVAILABLE LABOUR & PLANT

TYPE OF PLANT	GOLDCRAIGS	ARRAN	OTHER NAC	TOTAL
Gritters				
18 Tonne Uni-body	11	3		14
7.5 Tonne Uni-body	3	0		3
Trailer Gritter	0	0	2	2
Footway Gritter	4	1	4	9
Lorries				
18 Tonne Uni-body	11	3		14
7.5 Tonne Uni-body	3	0		3
Loading Shovel	1	0		1
JCB 2CX	0	1		1
Telehandler	0	1		1
Ploughs				
Fixed V	3	2		5
Small Blade	3	0		3
Large Blade	11	3		14
LABOUR				
Drivers	27	6	7	40
Operatives	7	3	36	46
Other Equipment				
Muck Truck + plough (For footways)			2	2

Note

When necessary labour, vehicles, plant and equipment from other Council Departments, farmers, plant hirers and contractors will be used to supplement above resources.

This also applies for non-winter related emergency responses.

COMMUNITY GRIT BINS

Small quantities of salt are available for issue free of charge to members of the public, subject to their supplying a suitable container from the Community Grit Bins sited at the following locations.

Town	Location
Irvine	Bartonholm Civic Amenity, Site.
Dreghorn	Civic Amenity Site, Station Brae.
Kilwinning	Goldcraigs Roads Depot.
Dalry	Car Park, Kirk Close.
Kilbirnie	Civic Amenity Site, Paddockholm Road.
Beith	Community Centre, Kings Road.
West Kilbride	Corse Street.
Fairlie	Car Park, Pier Road.
Largs	Cleansing Depot, Alexander Avenue.
Skelmorlie	Toward View (opposite Fire Station).
Stevenston	Car Park, Garnock Road.
Saltcoats	Cleansing Depot, Sorbie Road.
Ardrossan	APC Carpark, North Crescent Road.

SUMMARY OF AVAILABLE MATERIALS

The following salt, grit and sand stocks will be in place at commencement of winter:-

DEPOT	TONNAGE SALT	TONNAGE SAND (for Sandbags)
Goldcraigs (salt barn)	7000	100
Arran	2000	300
Cumbræ	20	(500 filled sandbags)

Approximately 4000 sandbags are located at Goldcraigs, and 500 on Arran.

Salt Resilience Plan (Mainland)

Level 1 (Green) Service – Stock Levels 2500 Tonnes and above

- Service levels as detailed in NAC Winter and Weather Emergencies Plan.
- Typical daily salt usage (snow conditions) 470T – **resilience 5 days**
or
- Typical daily salt usage (frost & ice only) 235T – **resilience 10 days**

Level 2 (Amber 1) Service – Stock Levels 1800 Tonnes – 2500Tonnes

- Only Priority 1 carriageway routes treated with pure salt, remaining priority carriageway routes reduced to half the normal spread rate or salt/grit mix at 50/50
- All footway routes reduced to salt/sand mix at 50/50
- Grit bins replenished with salt/sand mix at 50/50.
- Typical daily salt usage (snow conditions) 330T – **resilience 2 days.**
or
- Typical daily salt usage (frost & ice only) 165T – **resilience 4 days**

Level 3 (Amber 2) Service – Stock Levels 1000 Tonnes – 1800 Tonnes

- All carriageway routes reduced to half the normal spread rate or salt/grit mix at 50/50
- Priority 1 footway routes treated with salt/sand mix at 50/50
- Remaining footway routes treated with sand/grit mix at 50/50
- Grit bins replenished with sand/grit mix at 50/50
- Typical daily salt usage (snow conditions) 150T – **resilience 5 days.**
or
- Typical daily salt usage (frost & ice only) 75T – **resilience 10 days**

Level 4 (Red) Service – Stock Levels less than 1000Tonnes

- Priority 1 carriageways reduced to half the normal spread rate or salt/grit mix at 50/50
- Treat remaining carriageway routes with sand/grit mix at 50/50
- All footway routes treated with sand/grit mix at 50/50
- Grit bins replenished with sand/grit mix.
- Typical daily salt usage (snow conditions) 100T – **resilience 10 days**
or
- Typical daily salt usage (frost & ice only) 50T – **resilience 20 days**

Assuming 4,500 tonnes in stock at start of winter our total resilience would be either

- **Total Resilience during periods of heavy snow - 22 days**
or
Total Resilience during periods of frost & ice conditions - 44 days

Salt Resilience Plan (Arran)

Level 1 (Green) Service – Stock Levels 1000 Tonnes and above

- Service levels as detailed in NAC Winter and Weather Emergencies Plan.
- Typical daily salt usage (snow conditions) 52T – **resilience 10 days**
or
- Typical daily salt usage (frost & ice only) 26T – **resilience 20 days**

Level 2 (Amber 1) Service – Stock Levels 550 Tonnes – 1000Tonnes

- Only Priority 1 carriageway routes treated with pure salt, remaining priority carriageway routes reduced to half the normal spread rate or salt/grit mix at 50/50
- All footway routes reduced to salt/sand mix at 50/50
- Grit bins replenished with salt/sand mix at 50/50.
- Typical daily salt usage (snow conditions) 44T – **resilience 10 days.**
or
- Typical daily salt usage (frost & ice only) 22T – **resilience 20 days**

Level 3 (Amber 2) Service – Stock Levels 250 Tonnes – 550 Tonnes

- All carriageway routes reduced to half the normal spread rate or salt/grit mix at 50/50
- Priority 1 footway routes treated with salt/sand mix at 50/50
- Remaining footway routes treated with sand/grit mix at 50/50
- Grit bins replenished with salt/sand mix at 50/50
- Typical daily salt usage (snow conditions) 30T – **resilience 10 days.**
or
- Typical daily salt usage (frost & ice only) 15T – **resilience 20 days**

Level 4 (Red) Service – Stock Levels less than 250 Tonnes

- Priority 1 carriageways reduced to half the normal spread rate or salt/grit mix at 50/50
- Treat remaining carriageway routes with sand/grit mix at 50/50
- All footway routes treated with sand/grit mix at 50/50
- Grit bins replenished with sand/grit mix.
- Typical daily salt usage (snow conditions) 20T – **resilience 12 days**
or
- Typical daily salt usage (frost & ice only) 10T – **resilience 25 days**

Assuming 1,500 tonnes in stock at start of winter our total resilience would be either

- **Total Resilience during periods of heavy snow - 42 days**
or
Total Resilience during periods of frost & ice conditions - 85 days

NORTH AYRSHIRE COUNCIL

CONTACT ADDRESS & TELEPHONE NUMBERS

During Normal Working Hours	Outwith Normal Working Hours
<p>MAINLAND</p> <p>Physical Environment Roads and Transportation Perceton House IRVINE KA11 2AL</p> <p>Tel: 01294-310000</p>	<p>NORTH AYRSHIRE COUNCIL CALL CENTRE</p> <p>Road & Lighting Faults</p> <p>24 hours, 7 days per week</p> <p>Tel: 01294 310000</p>
<p>ARRAN</p> <p>Arran Local Office Lamlash Isle of Arran KA27 8JY</p> <p>Tel: 01770-600338 Fax: 01770-600028</p>	
<p>TRUNK ROADS A78, A737 & A738</p> <p>Scotland Transerv Network Control Centre 150 Polmadie Road Glasgow G5 0HD Tel 0141 218 3999 Email southwestcontrol@scotlandtranserv.co.uk</p>	

DISTRIBUTION LIST

	<u>Copies</u>
North Ayrshire Council	
Chief Executive	
Executive Director: Place	1
Executive Director: Finance & Corporate Support	1
Executive Director: Educational & Youth Employment	1
Executive Director: Economy and Communities	1
Head of Commercial Services	1
Head of Physical Environment	
Head of Democratic & Administration Services	1
ACCT	1
All Elected Members of North Ayrshire Council	30
Police Scotland	
Divisional Commander, Kilmarnock	1
Traffic Management, Ayr	1
Strathclyde Partnership for Transport	1
Scottish Fire & Rescue Service – Divisional Commander	1
Scottish Ambulance Service	1
MeteoGroup UK Ltd	1
Scotland TranServ	1
Ayrshire Roads Alliance	1
Renfrewshire Council - Head of Roads	1
East Renfrewshire Council – Head of Roads & Planning	1
Inverclyde Council – Head of Transportation & Roads Service	1
Contact Centre, Building Services, Stevenston	1
Contact Centre, Bridgegate House, Irvine	1

BRIDGES WITH WEIGHT OR HEIGHT RESTRICTIONS

HEIGHT RESTRICTIONS

Bridge Location	Grid Reference	Signed Height	
		Metric	Imperial
A737/110 : Dalry, Railway Bridge	229960 649702	3.8	12' – 6"
B706/40 : Barrmill	236834 651392	4.0	13' – 0"
B7047/10 : Meadowfoot Road, West Kilbride	220791 647032	4.7	15' – 3"
C6/10 : West Balgray	235333 642491	3.8	12' – 9"
C26/10 : South Kilruskin	220541 650473	4.4	14' – 6"
C26/20 : North Kilruskin	220423 650868	5.1	16' – 6"
C55/10 : Dubbs	228508 642006	3.0	9' – 9"
C55(A78 280) : Todhill (Dubbs Road, under A78, Kilwinning Bypass)	229175 642250	4.0	13' – 0"
C55/30 : Nethermains	230059 642199	3.6	12' – 0"
C56/30 : Moor Road	220639 652980	4.5	15' – 0"
C67/20 : Tandelhill	238174 651683	4.3	14' – 3"
C99/20 : Cockenzie	230694 646241	3.0	10' – 0"
Unc.TG/230 : Garnock View, Glengarnock	231875 653191	3.8	12' – 6"
Unc.TI/70 : Old Church Street, Irvine	213571 638800	4.1	13' – 3"

WEIGHT RESTRICTIONS

Bridge Location	Grid Reference	Signed Weight
B781/30 : West Kilbride, Dalry Road	221015 649062	7.5T
C5/30 : Drumbuie near Barrmill	235571 650404	7.5T
C129/20 : Floors, north of Kilmaurs	240866 641921	13T
C99/30 : Dusk Bridge, near Dalry	230599 646882	7.5T
Unc.TA/10 : Ardrossan, North Crescent	223140 642764	7.5T
Unc.TL/30 : Largs, May Street	220711 658602	7.5T
U16/10 : Dalgarnvan Mill Bridge, north of Kilwinning, (formerly Unc.NC/30)	229571 645847	18T
Unc.NT/10 : Barrmill	236472 650997	3T

ARRANGEMENTS WITH OTHER AUTHORITIES

ROADS TO BE TREATED BY ADJACENT AUTHORITIES	ROADS TO BE TREATED BY NORTH AYRSHIRE COUNCIL
<p style="text-align: center;">Ayrshire Roads Alliance (East Ayrshire)</p> <p>A71 – from boundary westwards to Corsehill roundabout.</p> <p>A735 – that section within North Ayrshire boundary.</p> <p>B769 – from boundary south westwards to Chapelton junction.</p> <p>C129 – that section within North Ayrshire boundary.</p> <p>C20 – that section within North Ayrshire boundary.</p> <p>B706 - from boundary to A736</p> <p>C117 From Chapelton Bridge to Wheatrig Bridge</p>	<p style="text-align: center;">South Ayrshire</p> <p>U107 from the South Ayrshire Council boundary at the railway bridge to A759 Auchengate Interchange.</p>
	<p style="text-align: center;">East Ayrshire</p> <p>A736 – from Caldwell Bridge southwards to Lugton.</p> <p>A736 – from B778 junction south eastwards to Torranyard.</p> <p>C24 - from Greenhill Terrace, Knockentiber to boundary at Plann Bridge.</p> <p>C126 From Montgreenan Bridge to North Lodge.</p> <p>Knockentiber Road from boundary near Springside to junction with C24</p>
	<p style="text-align: center;">Renfrewshire Council</p> <p>A760 – from boundary to Kerse Road junction,</p> <p>Kerse Road – from boundary to A760 junction</p>

Note: There are no cross boundary arrangements with East Renfrewshire Council.

GRIT BIN POLICY & PROCEDURE

1. North Ayrshire Council shall provide grit bins for self-help by members of the public. These shall be sited locally in accordance with this policy.
2. Grit bins shall only be located where the following criteria are met: -
 - The location is not on a precautionary carriageway route;
 - The gradient is greater than 1 in 10, or at a junction with a known history of accidents;
 - The location shall not obstruct the passage of pedestrians, a minimum of 1.5m clearance on the footway is required;
 - The location shall not obstruct sight lines;
 - The location is not within 200m of another grit bin location;
 - The location is within an urban area;
 - The location is within the boundary of the public road. Infrastructure and Design will not provide grit bins in private areas or car parks for internal use by either the Council or any other public or private property such as schools, parks, hospitals, old people's homes, etc unless a service level agreement is in place.
3. Grit bins will only be located where they can be filled from a lorry. The grit bins shall be replenished at the start of the winter period and on a monthly cycle during the winter period, as resources permit.
4. Grit bins will generally be left in place during the summer months, unless there is a history of vandalism at a particular location.
5. The location of grit bins will be recorded in an electronic database, which will be made available on the North Ayrshire Council website.
6. Only written requests on the Council's Grit Bin Application Form will be considered, these are available from the Head of Physical Environment, Cunninghame House, Irvine, KA12 8EE, and on the Council's website.
7. A request will not be accepted unless a location to site the grit bin has been agreed. Therefore, even if the criterion for locating a grit bin is met, a grit bin will not be provided if the adjacent residents cannot agree a position. The signed agreement of adjacent residents must be included on the submitted application form, otherwise the application will not be considered.
8. Grit Bin Application forms are available on the Council's website at <http://www.north-ayrshire.gov.uk/resident/roads-and-travel/winter-gritting.aspx>

NORTH AYRSHIRE COUNCIL

Agenda Item 12

27 October 2015

Cabinet

Title: **North Ayrshire Council Road Safety Plan
2015-2020**

Purpose: To seek approval of the North Ayrshire Council Road Safety Plan 2015-2020.

Recommendation: Cabinet agrees to approve the Road Safety Plan 2015-20.

1. Executive Summary

- 1.1 This Road Safety strategy document for North Ayrshire Council will be used to guide road safety education and engineering priorities and commitments until 2020. It represents a partnership approach to road safety.
- 1.2 The delivery of this Plan, will enable the Council to make a significant contribution to the national road safety objectives.

2. Background

- 2.1 The Road Traffic Act 1988, places a statutory duty on the Council to undertake studies into road accidents and to take steps to reduce and prevent accidents. It is further stipulated in this Act that the Council prepares and delivers a programme of measures designed to promote road safety.
- 2.2 The Scottish Government's National Road Safety Framework to 2020 has re-established targets for casualty reduction and recommends a range of actions to be considered by local authorities.
- 2.3 In North Ayrshire over the five years 2009-2013 there were a total of 265 people killed or injured on our roads. This compares with 279 killed or injured during the previous 5 year period (2006-2010). While these results are ahead of the Scottish Road Safety Framework milestone casualty reduction targets set for 2010 to 2015, the Council needs to continue to maintain this downward trend to meet the 2020 targets.
- 2.4 The proposed new Road Safety Plan (Appendix 1) sets out road

safety commitments for the period 2015-2020. It adopts a similar format to the previous Road Safety Plan, highlighting categories of the most vulnerable road users that are to be targeted and takes cognisance of the lessons learned in previous plans. The Plan also draws upon recent initiatives that have been successful in assisting in the delivery of a reduction in road casualties.

- 2.5 The life of the Plan coincides with the milestone national casualty reduction figures in the Scottish Road Safety Framework to 2020, as outlined in Table 1.

Table 1

Target	2015 milestone % reduction *	2020 target % reduction*
People killed	30	40
People seriously injured	43	55
Children (aged <16) killed	35	50
Children (aged <16) seriously injured	50	65
10% reduction in the slight casualty rate to 2020		

*based on the average Scottish figures for 2004-2008

These priority groups will be used to monitor our own individual performance at a local level which will contribute to the achievement of the National targets. They are not absolute targets for each local authority to achieve individually.

- 2.6 The strategy has been considered by the Physical Environment Advisory Panel.

3. Proposals

- 3.1 It is proposed that the Cabinet approves the North Ayrshire Council Road Safety Plan 2015-2020 attached at Appendix 1. The strategy will enable the Council to target resources focus actions that will support the achievement of national targets.

4. Implications

Financial:	Annual funding from the Physical Environment revenue budget is currently provided to support the delivery of a range of road safety initiatives utilising an evidence based approach.
Human Resources:	There are no human resource implications.
Legal:	The Road Safety Plan 2015-20 complies with the Council's statutory duties under the Road Traffic Act 1988.
Equality:	The promotion of road safety in North Ayrshire involves all ages of road users as well as those with additional support needs.
Environmental & Sustainability:	The promotion of active and sustainable modes of travel for short journeys will have benefits for the environment.
Key Priorities:	The Road Safety Plan endorses the road safety outcome 9c within the Council's Single Outcome Agreement and also links with the Local Transport Strategy.
Community Benefits:	Improved road safety provides economic and physical benefits to the community.

5. Consultation

- 5.1 Consultations have taken place with Police Scotland regarding the content of the Road Safety Plan.



CRAIG HATTON
Executive Director (Place)

Reference : JS/DMcD

For further information please contact Joe Smith, Senior Manager (Roads & Transportation) on 01294 324865

Background Papers

0

North Ayrshire Council

Road Safety Plan

2015 - 2020

**walk,
ride,
drive... safe**



North Ayrshire Council
Comhairle Siorrachd Air a Tuath



GREAT
CUMBRAE

Largs

Millport

LITTLE
CUMBRAE

Kilbirnie

Beith

Dalry

West Kilbride

Kilwinning

Ardrossan

Saltcoats

Stevenston

Irvine

Lochranza

Goatfell ▲

ARRAN

Brodick

Lamlash

HOLY
ISLAND

Firth of Clyde

**North
Ayrshire**

0 km 10
178

North Ayrshire Council

Road Safety Plan

2015 -2020

CONTENTS

Foreword	4
Introduction	6
Scotland's Road Safety Framework	8
Progress towards targets	9
Financial Implications	10
Tackling the issues	12
Child Road Safety	12
Additional Support Needs	18
Adult Road Safety	20
Publicity	23
Engineering	24
Enforcement	28
Commitment Tables	30
Glossary/Acronyms	33
Contacts	34



Foreword



Welcome to the North Ayrshire Council Road Safety Plan, 2015-2020. This plan will show how we will work with our partners and with local communities and residents to keep ourselves safe and reduce road collisions and casualties.

The steady reduction of casualty figures in North Ayrshire is an achievement to be proud of, but we should not be complacent as our vision of further casualty reductions will be an ambitious and challenging one.

The Council is pro-active in preventing road collisions but this cannot be done alone and requires the involvement of local communities and residents and our partners to help make the vital difference in making our roads safer. Everyone who walks, rides or drives has a responsibility for road safety to themselves and for the other individuals who share the roads with them.

I am confident that, by continuing to work in partnership towards shared goals, we can rise to new challenges and make the roads safer for all the communities in North Ayrshire.

Cllr Anthony Gurney,
Cabinet Member for Place

Road Safety involves everyone in North Ayrshire who walks, rides or drives. North Ayrshire Council is committed to reducing the number of people who are killed or injured on our road network.

There were 240 people killed or injured on North Ayrshire's roads in 2014. This is an unacceptable fact in terms of the grief and suffering involved and how it impacts on the local community.

Road safety education both at a local and national level has demonstrated the ability to cope with changes and adapt to new ways of working. It is important that we work together with all our partners, keeping the vision of achieving the Scottish Government's 2020 casualty reduction targets in view. The actual number of casualties on North Ayrshire's roads is down* by 9.6% (25) over the five year average 2009-2013.

Education, engineering and enforcement all have a part to play in making the roads in North Ayrshire better and safer. Encouraging our friends, families, colleagues and the wider community to accept personal responsibility when using our roads will help maintain the huge effort already made by the residents of North Ayrshire in reducing death and injuries on our roads.

This latest Road Safety Plan follows the previous plan's theme of identifying current and emerging issues and, by using statistical analysis, allow road safety resources to be used effectively to address these concerns.

(*using 2014 complete year figures)

Introduction

This Road Safety Plan has been developed by North Ayrshire Council in partnership with our Community Planning Partners to provide a focus towards continuing casualty reduction, and covers the period from 2015 to 2020.

Under the Road Traffic Act 1988, North Ayrshire Council has a statutory duty to prepare and carry out a programme of measures designed to promote road safety. The Council must carry out studies into accidents arising out of the use of vehicles and, in the light of these studies, take such measures as appear to the authority to be appropriate to prevent such accidents.

Effective road safety is about partnerships between the Road Safety Officers, Engineers, Educationalists, Health and Social Workers, Police, Fire and Rescue and the wider community who all use our roads.

The previous Road Safety Plan published in 2011 laid out a background of strategies and plans to improve road safety over the life of the plan. This has proved successful in achieving a number of the commitments detailed in the plan. Child cycle training has been developed with our partners in Argyll and Bute Council with the introduction of the award winning iCycle, which is a one stop shop for all cycle training. This initiative was a Scottish Rural Parliament winner for Transport and Infrastructure, a finalist at both the Scottish Transport Awards and the Council's North Ayrshire Achieves Awards. The Junior Road Safety Officers scheme continues to have a 100% uptake in our Primary Schools. Driver training is delivered on a regular basis to our staff who may have to drive different types of vehicles in the course of their daily business. An eco-friendly style of driving is actively



promoted through the training that is undertaken, in addition to developing safe driving techniques. Motorcyclists have also benefited from the introduction of the Scottish Biker Magazine which provides information and road safety advice for all types of rider.

Engineering measures are an important factor in helping to reduce crashes. A number of different measures are used to aid road safety, which include the use of signing and road markings, speed limits, traffic management and traffic calming, all of which are considered during continued roads maintenance and in the design of new roads.

This latest plan has been developed in order to:

- Identify key road safety issues within North Ayrshire
- Raise public awareness of road safety risks through Education, Training and Publicity and improve safety on any journeys undertaken
- Co-ordinate resources and ensure they are directed effectively to provide an efficient road safety service, with an emphasis towards higher risk groups
- Develop effective joint working between all agencies
- Monitor progress towards current casualty reduction frameworks

Since the introduction of the previous Road Safety Plan North Ayrshire Council has continued to face new challenges, dealing with an increasing range of issues surrounding road safety. Building upon the strategies developed through the previous plan, new and innovative approaches to deliver an effective service have been developed. The Council's active participation in the road safety movement at a regional and national level has enhanced this provision, and has enabled Road Safety Education to improve within North Ayrshire. The 2015-2020 plan will continue to link to the 10 year Scottish Government's Road Safety Framework to 2020, and will reflect their vision of:

“ A steady reduction in the numbers of those killed and those seriously injured, with the ultimate vision of a future where no-one is killed on Scotland's roads and the injury rate is much reduced. ”

SCOTLAND'S ROAD SAFETY FRAMEWORK

In June 2009 the Scottish Road Safety Framework was launched, to clearly set out the ambitious vision of the Scottish Government in continuing to reduce the numbers of those killed or seriously injured on Scotland's roads, with the ultimate vision of a future where no-one is killed and the injury rate is greatly reduced.

The Road Safety Framework sets out what is capable of being shared by all, and is ongoing and aspirational, rather than setting a target for a specific point in time. It acknowledges the varying demographics within the communities across Scotland, and that all Local Authorities should work to contribute towards the national targets based on the priorities within their respective area. There are however milestones and achievements to help monitor progress.

The reductions in the numbers of accidents and casualties in recent years are notable, particularly given the rise in vehicle ownership and subsequent traffic levels. For example, in 2013 the number of vehicles licensed in Scotland was about a sixth higher than in 2003, and traffic on Scottish roads was estimated to have grown by four per cent since 2003.

The Scottish Framework has the following national road safety targets:

Road Safety Target	2015 milestone % reduction	2020 milestone % reduction
People Killed	30%	40%
People seriously injured	43%	55%
Children (aged<16) killed	35%	50%
Children (aged<16) seriously injured	50%	65%
Reduction in slight casualty rate		10%

Progress towards targets

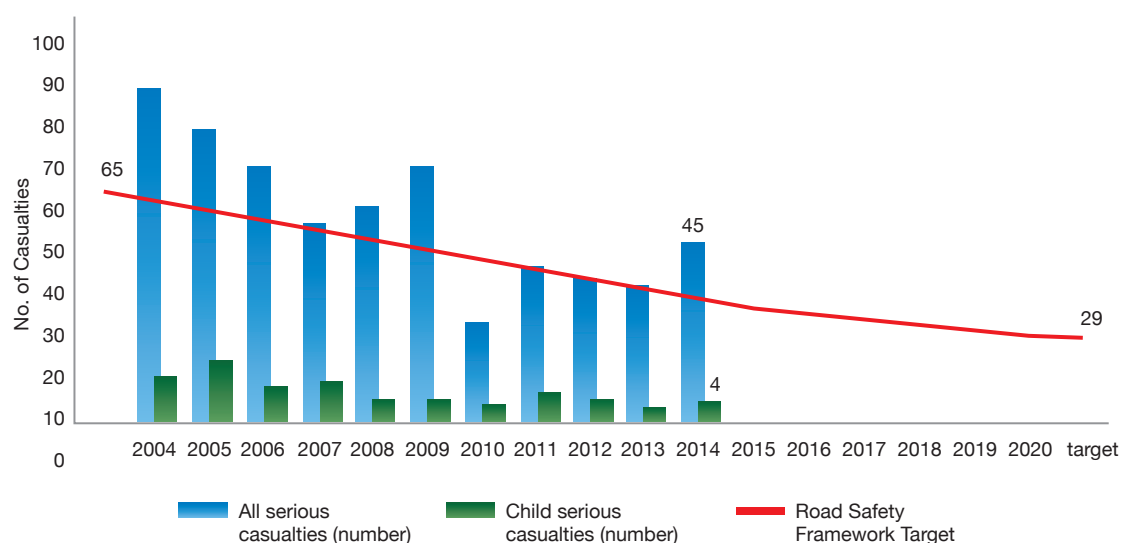
Each National reduction target is assessed against the 2004-2008 average. Based on 2014 figures North Ayrshire is showing good progress towards achieving these targets.

National Road Safety Target	National 2004 – 2008 avg.	National 2015 milestone	National 2020 target	NAC current at 2014
People killed	6.4	4.5	3.8	4
People seriously injured	65	37	29	41
Children (aged <16) killed	0.4	0.3	0.2	0
Children (aged < 16) seriously injured	10.6	5.3	3.7	4
Slight casualty rate	319	182	143	191

The tables below show the good level of progress that has been made towards meeting or exceeding the National reduction targets.

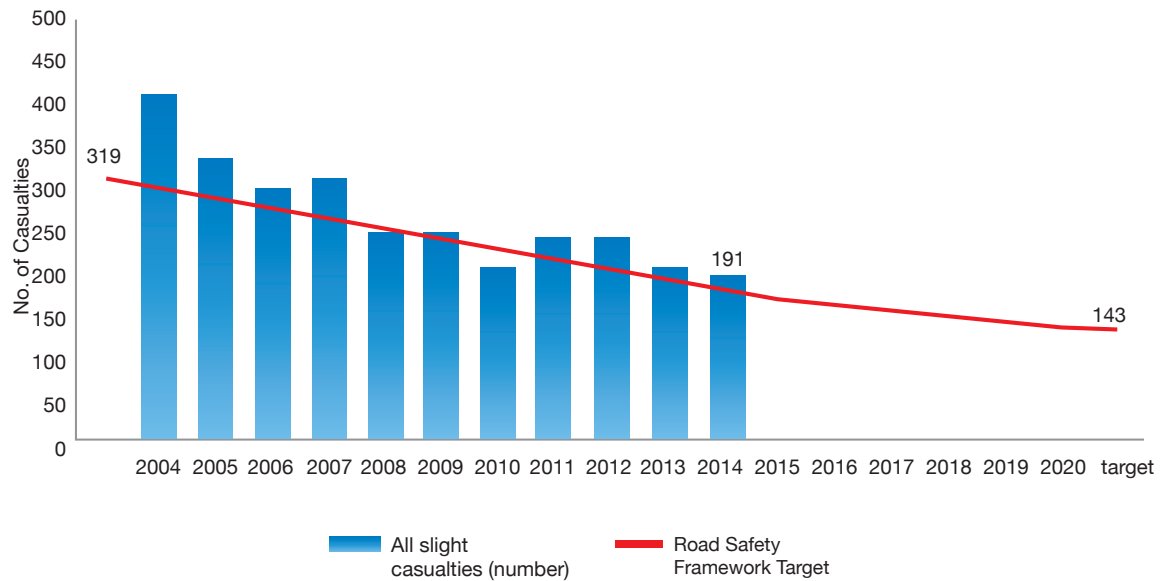
Road Safety West of Scotland

North Ayrshire Council Area - Road Traffic collision casualties; All serious and child serious.



Road Safety West of Scotland

North Ayrshire Council Area - Road Traffic collision casualties; all slight.



Financial Implications

The five most common causes of road crashes, involving all casualties, ranked in 2013*, are:

1. Failed to look properly (Driver/Rider)
2. Failed to judge other person's path or speed (Driver/Rider)
3. Loss of control
4. Slippery road due to weather
5. Careless / reckless in a hurry (Driver /Rider)

Travelling too fast for the conditions or excessive speed was reported in 11% of all reported accidents and 22% of fatal accidents in Scotland.

To give an indication of the benefits resulting from investment in Road Safety Initiatives, the Department of Transport has assigned a monetary value to crashes, according to their severity.

These figures are based on several factors including the cost of emergency services, damage to property, pain, grief and suffering and any resulting insurance claims.

The given values, based on a willingness to pay human cost approach for 2013 were:

Fatal:	£1,953,783
Serious:	£223,870
Slight:	£23,544

These figures enable the design and construction costs of any crash reduction measures to be set against the cost to society. It reflects that crashes affect not only those involved but society in general. Investment in successful crash reduction measures therefore will generate long term savings for the benefit of the whole community.

The cost of crashes in North Ayrshire in 2014 was approximately £22 million.

4 Fatal @	£1,953,783 = £7,815,132
45 Serious @	£223,870 = £10,074,150
191 Slight @	£23,544 = £4,496,904
	TOTAL= £22,386,186

*Reported road casualties Scotland 2013

TACKLING THE ISSUES

ROAD SAFETY EDUCATION

North Ayrshire Council, Road Safety Education has designed, developed and is involved in, many road safety education initiatives for all road users. The aim is to develop a culture where all road users' behaviour and attitudes are altered and all road users adopt a more responsible approach to road safety. This is delivered under the three main headings, which are Education, Training and Publicity.

Partnerships

Road Safety and effective education has developed many crucial partnerships that help provide an efficient service to residents and our many visitors within North Ayrshire. The vital support of Police Scotland, Scottish Fire and Rescue Service, Road Safety Scotland, Road Safety West of Scotland, Safety Camera Partnerships and the Safer North Ayrshire Partnership, is critical in working together towards the shared vision of reducing the number of people killed or injured in road accidents. Partnership working with our neighbouring authorities will be developed to provide coordinated, cost effective approaches to local and national Road Safety issues.



CHILD ROAD SAFETY

The ability to use any road safely starts at the earliest age possible, as it is shown that children can learn through watching and copying others. There have been no child fatalities in North Ayrshire since 2006. Whilst we are pleased with this we must never get complacent, and will continue to provide appropriate road safety education to all stages of school education.

EARLY LEVEL (0-5 YEARS)

Children of this age are a highly vulnerable group, whatever mode of transport they are using, whether it is as pedestrians or as passengers in vehicles. They have not yet developed the ability which enables them to make judgements about complex traffic conditions.

Working in partnership with staff at Playgroups and Nursery Schools, Road Safety Education provide resources that provide the foundations for a lifetime of safe road use.

Ziggy's Road Safety Mission

The Early Years resource, -Ziggy's Road Safety Mission- has been developed by Road Safety Scotland. These books are based on learning from real life situations and experiences and are a partnership between child and adult. The multi-media approach encompasses key aspirations of the Early Years Framework and the Curriculum for Excellence. It aims to encourage and inspire experiential learning through partnerships between home and educational settings. It recognises the importance of early intervention in developing positive attitudes and behaviours for life; enabling children to become successful learners, confident individuals, effective contributors and responsible citizens. A website (www.gosafewithziggy.com) is also available and allows parents and children to continue their learning at any time.

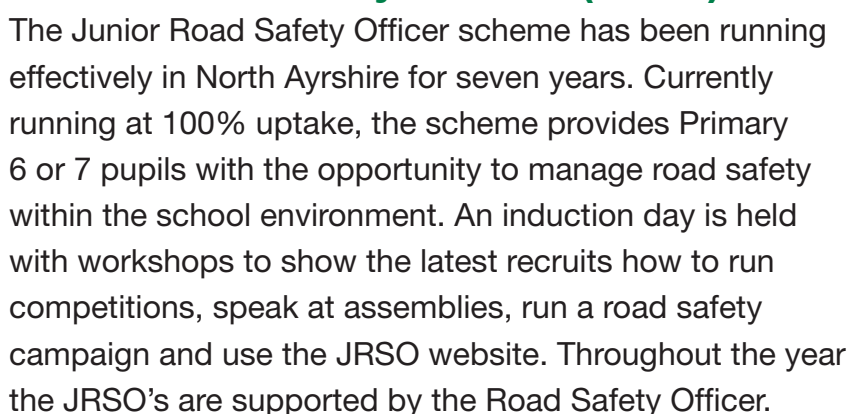


Commitments for Early Level

- Encourage the use of Ziggy resources and provide promotional resources when required
- Supply a high standard of materials for use within Early Years establishments
- Parents are offered child car seat safety advice

As children grow up, they become more independent and more involved within the road environment. This unfortunately increases risk to these children and, to reduce this, Road Safety Education have a number of programmes that cover the various travel options used by primary age children:

Presentations have been specifically developed and structured for each year group. They are linked to the Curriculum for Excellence which allows pupils to be responsible citizens, effective contributors, successful learners and confident individuals. The core road safety education resource Streetsense2 is available in every classroom within North Ayrshire, with additional material being available on Streetsense2.com. The presentations are delivered to the whole school over one or two days. The Exploring Speed Through Active Learning resource is also available in our Primary Schools and this resource encourages an active learning approach for children at the Early, First and Second Level and is linked to the Curriculum for Excellence.



The award winning iCycle Training Scheme is delivered in all Primary Schools in North Ayrshire. The training is delivered by teachers, classroom assistants and volunteer parents who have been trained by the Road Safety Officer.

iCycle is a one stop shop for cycle training using a dedicated website to arrange training, access resources, including training films and a point of contact for road safety. The iCycle trainees are assessed by the road safety staff with a theory and a practical test and on completion of their training they receive an assessment report, certificate of completion and a badge. This initial training is carried out within the school playground and, once at a suitable level, the training can progress to taking pupils on-road which will develop the pupils' skills and allows them to take responsibility for their actions as a road user.

Theatre Groups (P6)

The Theatre and Learning group perform a play called "The Journey" to primary six pupils on an annual basis. The play deals with issues relating to peer pressure, friendships and situations that could lead to unsafe behaviour near roads, the serious ending leads to a focussed discussion on road safety matters. The plays are allocated to schools on a rolling programme.



Commitments for First and Second Level

- Continued support with Road and Traffic Skills (R.A.T.S.) presentations within primary schools on request
- Maintain the high uptake of the JRSO scheme with all primary schools taking part and provide support
- Continue to deliver iCycle in all primary schools
- Encourage a higher uptake of on-road cycle training
- Maintain a high standard of resource materials for use within primary schools

THIRD, FOURTH LEVEL AND SENIOR PHASE (11-17 YEARS)

As children progress onto secondary school, there is an increased risk of being injured on our roads. As a first year pupil there may be longer and more complex journeys to take without parental supervision, and as they progress through the school, more involvement with vehicular transport as passengers in cars, before they themselves become drivers or riders.



Continuation of the curriculum linked theme of Road Safety Education, involves the use of programmes developed to suit the needs of young students progressing through secondary school to their senior phase of education. As students mature towards the end of school education, thoughts turn to driving and using vehicles on the road. It is important to develop appropriate road user attitudes from an early age and all previous education and training from Early Years onwards should have played a part in creating the development of positive road user behaviour.

Road Safety Education currently delivers the following programmes:

Your Call (S1-S4)

This lower secondary school resource content covers a wide variety of road safety issues while bringing in themes of peer pressure, bullying, citizenship and personal safety, and provides opportunity for cross-curricular links. There is a large focus on active learning with discussion, debate and opportunity for personal reflection.

The resource is designed to target S1, S2, and S3 and is arranged in two sections. The first, aimed at S1/S2, comprises of, a DVD drama and five follow-up activities with a pedestrian theme. The second, aimed at S2/S3, comprises of, a DVD drama and five follow-up activities with a passenger theme. All secondary schools within North Ayrshire have the pack in their resource library.

Crash Magnets Resource (S3-S6)

This resource follows on from Your Call, tackling the issues relating to being a passenger and becoming a driver. The resource, delivered in school within the Curriculum for Excellence, equips students to acknowledge the choices they have as independent travellers using various modes of transport.

The risks and responsibilities of new inexperienced drivers and riders can be discussed after using the five DVD programmes and the 12 follow-up activities. All schools in North Ayrshire have the pack in their resource library.

Theatre Groups

The Theatre and Learning group perform “The Nine Lives of Roddy Hogg” to S1 students. S5/6 will view a performance of “Friends Disunited”. The two plays deal with issues relating to transition, peer pressure, friendships and situations that could lead to unsafe behaviour near roads. The serious ending leads to a focussed discussion on road safety problems.

Reckless Driving Wrecks Lives (S5)

S5 students attend an event which shows the consequences of reckless driving through the medium of DVD and personal experiences of emergency service personnel and road crash victims and relatives.

YDrive- North Ayrshire's Young Drivers (S6)

S6 students attend a presentation which covers all aspects of a new driving career. With information delivered on subjects such as choosing a driver trainer, the driving test process, after you pass your test, driver distractions and legalities, this can provide valuable information helping young drivers, to stay safe on our roads.



Commitments for Third and Fourth Level and Senior Phase

- Continue to provide resources relating to the S1-S4 resource, Your Call
- Continue to provide resources relating to S3-S6 resource, Crash Magnets
- Continue to organise Theatre Groups to visit schools
- Promote Reckless Driving Wrecks Lives to all S5 year students
- Continue to develop YDrive - to include all S6 new drivers, passengers and riders

ADDITIONAL SUPPORT NEEDS

YOUNG PEOPLE AND ADULTS

Road Safety Education currently provides road safety resources to be used within additional support needs schools. We modify our current resources to suit the needs of pupils requiring additional support.

a2bSafely is a resource designed for young people aged 10-18+ years with additional support needs in mind but has wider appeal. Available on-line or in CD format, the resource offers young people the opportunity to encounter the road environment in an interactive real world setting.

Commitments for Additional Support Needs.

- Provide a high standard of resource materials for use within all Additional Support Needs Schools and Colleges

Probationary Teachers

To ensure the road safety education message is maintained as teachers join and leave the profession, Road Safety Education attend the probationary teacher training sessions run by Education and Youth Employment and provide all attendees with the latest road safety resources such as Streetsense2, Your Call, a2bSafely etc. This ensures all new teachers will have the opportunity to view and use the resources.

Road Safety Education also provides contact details and information on how staff can support teachers delivering road safety topics. The Educational Resource Service (ERS) website also provides road safety information for all teachers in North Ayrshire.

ACTIVE TRAVEL

The School Travel Plan Officer aims to develop active travel on the school journey at all schools within North Ayrshire, promoting a wide variety of initiatives to encourage more families, residents and staff to consider more active and sustainable everyday journeys.

Benefits of Active and Sustainable Travel may include:

- Aids in achieving the suggested minimum level of exercise per day
- Improved physical and mental wellbeing
- Pupils concentrate better in classes
- Awareness of Road Safety

For Schools

The council will continue to promote and participate in a number of initiatives, both as a Council and working in partnership with a number of external partners.

Currently, 33 Primary and Early Years schools and one Secondary School have written and published a travel plan. A further 10 Primary and Early Years and one Secondary School are developing their travel plan process. The remaining seven Primary and Early Years Schools are involved with other initiatives.

The organisation of a joint School Travel Plan Conference with our neighbouring local authority partners is a regular feature of Active Travel within North Ayrshire.

For Staff

Active travel to the workplace is also within the remit of the school travel plan officer; this has been incorporated into the Green Travel Plan 2014-2020.

Commitments for Active Travel

- To ensure all schools are involved in active travel promotions and initiatives
- Promote, support and develop active and sustainable travel programmes
- Ongoing review and updates of current travel plan
- To encourage and promote active and sustainable everyday journeys
- Maintain and provide a high standard of active travel resources
- Continue to increase participation in initiatives

ADULT ROAD SAFETY

Road Safety Education

Road Safety Education provides adults with a wide range of advice and information. This includes helping adults to teach their own children safe road use, information on changes to traffic legislation and promoting a responsible approach to road safety.



In-Car Safety

Not all child car seats fit all vehicles. For this reason it is essential that when choosing a child car seat it is deemed compatible for use in the vehicle(s) that will be used to transport the child. The introduction of the local “I’m a wee belter” child car seat campaign allows new parents to be shown how to correctly fit their own child seat. Working alongside the national campaign “The Good Egg Guide” can also help identify any incorrectly fitted seat.

Young Drivers

Young drivers continue to be over represented in casualty statistics. Campaigns such as Country Roads provide a focus for the young and inexperienced driver, and have undoubtedly contributed to the casualty reductions achieved to date. Working nationally alongside Road Safety Scotland at events such as the Scottish Car Show also provides opportunities to develop and promote initiatives that have a positive outcome.

Management of Occupational Road Risk (MORR)

Road Safety Education promotes the safe and proper use of all Council and external company vehicles. Within the Council the driving at work policy has been developed and this provides a starting point, ensuring any Council vehicle is driven correctly.

Road Safety Education also provides Driver Assessments to all employees who drive on Council business, with a programme that includes vehicle checks, accident procedures and developing an eco-friendly driving approach.

Visits to local businesses are carried out when requested to provide theory presentations as well as advice and information on all road safety issues.

The Scottish Occupational Road Safety Alliance (ScORSA) provides free resources and materials to assist in the promotion of driver risk management.

Motorcycling

The use of motorcycles is increasing steadily, whether it is for commuting, touring or simply for weekend pleasure. One of the drawbacks however of riding on two wheels is the rider's vulnerability. Unfortunately motorcyclists are more likely to be injured in road traffic crashes than car drivers. Whatever level of experience a motorcyclist has, there is always more to learn.

The magazine Scottish Biker was produced by Road Safety West of Scotland, under the direction of North Ayrshire Council. The magazine brought many different aspects together and provided advice and information, on many different themes of motorcycling. Providing resources and support to rider trainers and motorcyclists will help with casualty reduction aspirations.

DVSA ADI / IAM / RoSPA

The local Institute of Advanced Motorists (IAM) and RoSPA Advanced drivers groups are supported through provision of material and equipment when requested. Working alongside Driving & Vehicle Standards Agency Approved Driving Instructors (DVSA ADI) allows all new and inexperienced drivers to be targeted and also provides driver trainers with resources to progress their own CPD training.





Horse Riding

The British Horse Society Road Safety riding tests are held at Kelburn Country Park. The Road Safety Education staff are part of the examining team who will ensure horse riders of all ages have the necessary skills to ride safely on the road.

Adults over 60

Older pedestrians are particularly vulnerable because of increased frailty and are shown to be twice as likely as car occupants to be killed or seriously injured when involved in a road accident. Encouraging older pedestrians to use the correct crossing places and wearing brighter clothing and providing other important advice could help protect our senior citizens from being injured on our roads.

Older drivers are also vulnerable with increased age and increased use of prescription medicines. The development of a refresher course for older drivers providing appropriate advice and information will help them stay safe on our roads.

Commitments for Adult Road Safety

- Continue to support national car seat campaigns
- Continue to support Young Driver initiatives
- Develop in-house and external initiatives in line with Council Driving at Work Policies
- Continue to provide driver assessments for council drivers
- Encourage training and provide information for motorcyclists
- Support older drivers and pedestrians with advice and information disseminated through local outlets
- Maintain our relationship with the British Horse Society, with continued training and testing of horse riders

PUBLICITY

The promotion of road safety is vital to ensure the community has an opportunity to learn and benefit from being safer road users. Involvement in campaigns at regional and national levels enables Road Safety Education to support the many campaigns that are produced throughout the year by Road Safety West of Scotland (RSWoS), Road Safety Scotland (RSS) and The National Campaigns Working Group.

Seatbelts

To show the importance of using seatbelts and child restraints, Road Safety Education has a Seatbelt Convincer which gives the public the opportunity to feel a seatbelt working at low speeds. The Seatbelt Convincer is used at different venues throughout the year, including multi agency events and also within workplaces, such as Hunterston Power Station during their driver safety focus, where presentations were delivered and the Convincer was also used to demonstrate the importance of wearing a seatbelt.

Child In-Car Safety

We support the annual advertisement campaign by providing information and advice at various child car seat clinic events in the Council area. Road Safety Education provides child car seat advice where parents are assisted and given advice on fitting child car seats correctly.

Country Roads

There is a common misconception that driving on country roads is safer than urban driving, due to the lower volume of traffic on these roads. However, country roads are unpredictable and are far more challenging to drivers and riders than they may think. Promotion of local and national campaigns provides important advice and information to drivers and riders who use country roads.





Drink & Drug Driving

With the lowering of the drink driving limit in Scotland, from 80 milligrams to 50 milligrams of alcohol in 100ml of blood, the chances of being caught driving over the new legal limit are greater than ever. Over recent years the attitude towards drink driving has changed and it has become socially unacceptable to do so. Educating the general public about the lingering effects of alcohol, especially the morning after a party, continues to be one part of the various strategies adopted by our partners to publicise and enforce legislation.

An increasing problem in modern society is the misuse of drugs, whether controlled or prescribed. Education and publicity can help road users to avoid failing to comply with drink and drug regulations.

Speed

Speed remains a contributory factor in crashes and the link with excessive speed increases in line with the severity of injuries sustained by the people involved in a crash. The use of Safety Cameras has played a crucial part in providing enforcement of speed limits at recognised crash sites.

ENGINEERING

The role of engineering within Road Safety is to improve the road environment through the introduction of any appropriate measures. Engineering measures are then complimented by the use of publicity and educational resources to ensure the community are fully aware of any changes.

A number of different engineering methods are utilised to aid road safety on the public road network as detailed below:

- Safety audits are carried out when designing and constructing new roads which are normally associated with residential development. The design of new roads requires approval from the Council who ensure the layout is in accordance with the relevant engineering design and safety criteria before building can commence.
- General crash investigation and statistical analysis is carried out on an annual basis. Fatal and serious road accidents are investigated on an individual basis in partnership with Police Scotland. Accident information for the last three years is provided by Police Scotland and is plotted onto maps in conjunction with the road surface skid resistance results. This data is then checked for accident patterns or clusters which help to inform appropriate safety interventions,
- Providing road safety schemes at high risk locations is linked with crash investigation and statistical analysis. Engineering interventions can include such measures as road markings, road signs, verge marker posts, anti-skid surface treatment and re-surfacing.
- Safety measures at schools are considered a high priority issue. Mandatory part time 20 mph speed limits are in place at all schools within North Ayrshire. In addition, most schools have warning signs, road markings and pedestrian guardrail in place to aid child safety.



- Provisions for cyclists within North Ayrshire include an extensive off road cycle network that includes sections of three national cycle routes and core path routes. In addition many traffic signal junctions provide advanced stop lines and cycle parking is provided within many town centres.
- Traffic management and traffic calming measures are considered and assessed on a case by case basis. Traffic management can vary from a major alteration to traffic movement within a town centre to a smaller intervention such as introducing junction controls at a particular location. Traffic calming is considered and assessed against a ranking criteria which considers various factors including the accident record for the location.
- Road maintenance and improvement is based around the road asset management plan which indicates which sections of the local road network require to be prioritised for resurfacing.
- Street lighting maintenance and improvement aims to provide a high quality level of street lighting on the road network, aiding road safety. Modern low energy LED lighting units are being introduced throughout North Ayrshire, in order to improve the energy efficiency of the units and reduce the associated energy costs.





The Multihog

The latest addition to the roads maintenance fleet is the Multihog. The Multihog enables us to keep our roads in safe condition for all road users, improves efficiency, and reduces our Reactive Maintenance Budget by carrying out permanent “fix first time” repairs.

ENFORCEMENT

Police Scotland are responsible for providing Road Policing on 8500 miles of roads in their area, and are working towards the Scottish Governments casualty reduction targets, contained within the Scottish Road Safety Framework to 2020.

The Strategic Intention for Road Policing, in relation to Road Safety and Road Crime for 2015-2018 is to:

Influence road user behaviour and make Scotland's roads safer

The two Strategic Priorities leading from this intention are to:

To Reduce Road Casualties

To Reduce Road Crime and positively impact on the use of roads by criminals

ROAD CASUALTIES

In addressing casualty reduction, Police Scotland utilises analysis of causation factors and vulnerable groups, in order to identify appropriate areas for enforcement and diversionary activity.

Whilst all legislation is equally applied, a number of areas have shown to have significant contributory factors.

Drink/Drug Driving

This is a direct safety risk and has the ability to seriously impair reaction times and driver ability.

Speeding

Driving at excessive speed can have an adverse effect on reaction times and also impact on the severity of injuries.

Seatbelts

Wearing a seatbelt significantly reduces the level of injuries sustained during a collision.

Dangerous & Careless Driving

This is the main contributory factor in fatal and serious injury collisions.

Use of mobile phones

The distraction caused by the use of mobile devices has the potential to reduce reaction times and affect concentration.

Police Scotland will continue to maintain these areas as operational priorities in support of their casualty reduction strategy. Speed enforcement is also carried out by the Scottish Safety Camera Partnership, which utilises high profile detection methods, in areas identified through analysis, to be at a higher risk of collisions.



ROAD CRIMES

Reducing road crime can also have an impact on road safety, and Police Scotland is actively working to tackle a number of areas:

Disqualified Drivers

They present a significant danger to other road users through their illegal use of vehicles on the roads.

Licence and Insurance Offences

The use of vehicles without relevant insurance and licences, increases the likelihood of collisions and has an adverse effect on the drivers and passengers of the vehicles involved.

Anti-social Use of Vehicles

This can take many forms, but has the potential to have an adverse impact on local communities and presents a danger to road users and pedestrians alike.

Serious and Organised Crime Groups

The use of vehicles for a variety of criminal activities presents a danger to all other road users.

COMMITMENT TABLES

The tables below show our current delivery of road safety and our aspirations for the future. The introduction of any new initiatives will have a timescale allocated as short term (one year) medium term (two to three years) and long term (three to five years), over the life of this Road Safety Plan.

COMMITMENT 1

Early Level (0-5)

Commitment	Currently delivered	List of Partners assisting with delivery
Encourage the use of Ziggy's Road Safety Mission resources and provide other promotional resources when required.	Yes	<ul style="list-style-type: none"> • Education & Youth Employment • Early Years • Road Safety Scotland • Road Safety West of Scotland • Parents
Maintain a high standard of materials for use within Early Years establishments.	Yes	
Parents are offered child car seat advice	Yes	

COMMITMENT 2

First and Second Level (6-11)

Commitment	Currently delivered	List of Partners assisting with delivery
Continued support with Road and Traffic Skills (R.A.T.S.) presentations within Primary Schools on request	Yes	<ul style="list-style-type: none"> • Road Safety Scotland • Education & Youth Employment • Primary Schools • Road Safety West of Scotland
Maintain the high uptake of the JRSO scheme with the aim of all Primaries taking part and provide continued support.	Yes	
Continue to develop iCycle training in schools	Yes	
Encourage a higher uptake of on-road cycle training	Medium term	
Maintain a high standard of resource materials for use within Primary Schools	Yes	

COMMITMENT 3

Third, Fourth Level and Senior Phase (11-17)

Commitment	Currently delivered	List of Partners assisting with delivery
Continue to provide support relating to the S1-S4 resource, Your Call.	Yes	<ul style="list-style-type: none"> • Road Safety Scotland • Education & Youth Employment • Secondary Schools • Road Safety West of Scotland • Police Scotland • Safer North Ayrshire Partnership • Scottish Fire & Rescue Service • Parents
Continue to provide resources relating to S3-S6 resource, Crash Magnets.	Yes	
Continue to organise Theatre Groups to visit schools on a rolling programme.	Yes	
Promote the availability of Reckless Driving Wrecks Lives to all S5 year students.	Yes	
Continue to develop YDrive to include all S6 new drivers, passengers and riders.	Long term	

COMMITMENT 4

Additional Support Needs (Young people and Adults)

Commitment	Currently delivered	List of Partners assisting with delivery
Provide a high standard of resource materials for use within all Additional Support Needs Schools and Colleges	Yes	<ul style="list-style-type: none"> • Road Safety Scotland • Education • Early Years • Primary Schools • Colleges • Parents

COMMITMENT 5

Active Travel within Schools

Commitment	Currently delivered	List of Partners assisting with delivery
To ensure all schools are involved in active travel promotions and initiatives	Long term	<ul style="list-style-type: none"> • Education • All School Stages • Sustrans • NAC Access Officer • Living Streets
Promote, support and develop active and sustainable travel programmes.	Yes	
Ongoing review and updates of current travel plans	Yes	
Maintain a high standard of active travel resource materials.	Yes	
To encourage and promote active and sustainable everyday journeys	Yes	

COMMITMENT 6

Adult Road Safety

Commitment	Currently delivered	List of Partners assisting with delivery
Continue to support national car seat campaigns	Yes	<ul style="list-style-type: none"> • Road Safety Scotland • Safer North Ayrshire Partnership • Road Safety West of Scotland • NAC Transport Garage • ScORSA • Police Scotland • Scottish Fire & Rescue service • Education and Skills • Secondary Schools • British Horse Society • Local Community
Continue to support Young Driver initiatives.	Yes	
Introduce a driver development course for inexperienced drivers	Medium term	
Develop in-house and external initiatives in line with Council Driving at Work Policies.	Medium term	
Continue to provide driver assessments for council drivers	Yes	
Encourage training and provide information for motorcyclists	Yes	
Support older drivers and pedestrians with advice and information disseminated through local outlets.	Yes	
Maintain our relationship with the British Horse Society, with continued training and testing of horse riders.	Yes	

GLOSSARY / ACRONYMS

AA

The Automobile Association

ADI

Approved Driving Instructor

Casualty

A person who is killed or injured in a road crash. A fatal casualty is someone who dies within a period of 30 days as a result of injuries sustained in a road crash.

A serious casualty is someone who is detained in hospital as an in-patient or who has suffered a fracture, internal injury requiring hospital treatment.

ETP

Education, Training and Publicity measures used to increase public awareness of road safety.

Engineering

The physical measures introduced on the road environment to reduce the likelihood of a road crash e.g. signage, road markings, chicanes

Enforcement

Police Scotland enforces traffic law and ensures priority is given to those offences that carry a high crash risk.

Road Safety West of Scotland (RSWoS)

Road Safety West of Scotland is the collective group of Elected Members, Engineers, Road Safety Officers, Police and Fire & Rescue representatives, who work in partnership to develop a coordinated strategy for the West of Scotland

RSS

Road Safety Scotland is part of the Scottish Government that provides the strategic drivers and links to all road safety units.

RSO

Road Safety Officer employed by the council or police to deliver the education, training and publicity of road safety to the general public

RoSPA

The Royal Society for the Prevention of Accidents

Safety Cameras

Speed or traffic signal cameras used for the purpose of deterring speeding or red light running as a road safety measure.

Scottish Government's Road Safety Framework to 2020

The commitments and vision of the Scottish Governments to reduce road casualties on Scotland's roads

ScORSA

Scottish Occupational Road Safety Alliance

School Travel Plans

A document that sets out transport plans to assist pupils to be more environmentally friendly on the school journey

Walking Bus

A walking bus is an organised, supervised walk to school scheme run by parent volunteers. The scheme requires a "driver" and "conductors" to escort the children along a predetermined route, picking up children along the way

CONTACTS

North Ayrshire Council

Cunninghame House
Irvine
Scotland
KA12 8EE
T: 01294 310000

Road Safety Education

North Ayrshire Council
Physical Environment (Roads)
Cunninghame House
Irvine
Scotland
KA12 8EE
T: 01294 324843
E: roadsafety@north-ayrshire.gov.uk

Police Scotland 101

Scottish Fire & Rescue Service

Headquarters 01698 300999
Ardrossan Fire station 01294 607000

Road Safety Scotland

Pentland House
47 Robbs Loan
Edinburgh
EH14 1TY
T: 0131 244 6133

NHS Ayrshire & Arran

University Hospital Ayr
Dalmellington Road
Ayr
KA6 6DX
T: 01292 610555

WEB LINKS

www.north-ayrshire.gov.uk
www.roadsafetyscotland.org.uk
www.dontriskit.info
www.roadsafetywestofscotland.com
www.firescotland.gov.uk
www.scotland.police.uk
www.strathclydecameras.com
www.roadsafetygb.org.uk
www.rospace.com
www.decadeofaction.org
www.aroundthecorner.org.uk
www.protectchild.co.uk
www.icycle.org.uk
www.gosafewithziggy.com
www.a2bsafely.com
www.crashmagnets.com
www.getinlane.com
www.jrso.com
www.streetsense2.com
www.streetwiseguys.com

Twitter Feeds

@roadsafetywos
@north_ayrshire
@PoliceScotland
@scotfire_west





North Ayrshire Council
Comhairle Siorrachd Àir a Tuath

Cunninghame House
Irvine
KA12 8EE
T: 01294 310000

walk, ride, drive... safe

NORTH AYRSHIRE COUNCIL

Agenda Item 13

27 October 2015

Cabinet

Title: **Traffic Management and Car Parking In West Kilbride**

Purpose: To update Cabinet on the development of traffic management proposals within West Kilbride.

Recommendation: Cabinet agrees to (a) note the outcomes of the consultation exercise; and (b) consider the further development of any scheme within the current review of the 10 year capital plan.

1. Executive Summary

- 1.1 A successful public consultation event was held in March this year which established local support, in principle for the development of a one-way traffic system in West Kilbride. The event raised a number of concerns that would need to be addressed should any scheme be progressed further for example pedestrian and traffic movement, car parking and the streetscape environment within the village centre. At this stage no funding has been identified for this development.

2. Background

- 2.1 In response to a number of community requests and in consultation with the Area Committee a review of parking and traffic management is underway in West Kilbride.
- 2.2 Traffic modelling has identified a number of options. The Area Committee and local community groups identified a one-way system as the preferred option for wider consultation.
- 2.3 Two full day public exhibition events were held in the Barony Centre, West Kilbride, on the 19 and 20 March, 2015. The exhibition presented details to the public of a proposal to introduce a new one-way traffic management system within the village, with traffic travelling in a single direction along Main Street, Ritchie Street and part of Yerton Brae, in an east to west direction. In addition, one-way movement would also be introduced in Well Street and Hunterston Road.

- 2.4 Letters were sent to residents and businesses in the street directly affected by the proposals. In addition, the exhibition was also advertised via local radio, newspapers, posters in shops/offices and on the Council website.
- 2.5 A large number of people attended the exhibition over the two days. A total of 203 feedback forms were completed either at the event, on-line or returned by post. Feedback from this event has in general been positive on the question "Do you wish to see a new one-way traffic movement system introduced within West Kilbride", with 170 answering yes and 33 answering no or don't know. However, 107 of those answering yes did have concerns about some aspects of the scheme and a number of other comments were also made about the scheme, which are summarised in the attached report on the public exhibition (Appendix 1).
- 2.6 The further development of any scheme will require consideration of the concerns raised, particularly in respect of the implications of introducing a one-way traffic flow at Yerton Brae. At a recent meeting with TRAMPSWK, a local action group, regarding road safety within West Kilbride they advised that should a one-way scheme be progressed that their preference was for this to form part of a Masterplan for West Kilbride rather than a simple amendment to the traffic flows.
- 2.7 It should be noted that no financial provision has been made to develop and implement a scheme of this proportion at present, although TRAMPSWK and officers continue to explore external funding opportunities. The development of a masterplan and subsequent implementation will require capital funding. Whilst costs can only be developed once the full extent of local aspiration has been established they are likely to be in the range of £1 million. In contrast, a simple scheme consisting of amendments to traffic flows that also creates additional on-street parking, bus stops etc., but excludes structural improvements is likely to be able to be met from within existing budgets.
- 2.8 At its meeting of the 20 August the Area Committee supported the development of a masterplan approach subject to availability of funding.
- 2.9 A review of the current 10 year Capital Plan is underway. Any bid for funding would need to be considered as part of this exercise.

3. Proposals

- 3.1 That Cabinet note the findings of the consultation exercise and the support of the Area Committee in developing a masterplan approach subject to the availability of funding.
- 3.2 That a funding bid be considered as part of the current review of the Council's Capital Plan.

4. Implications

Financial:	There is currently no allocated budget to develop a scheme beyond simple amendments to traffic flows. Although costs have not been developed for a masterplan they could be in the range of £1 million. It will be necessary to re-prioritise the current Capital Plan to progress this initiative.
Human Resources:	There are no human resource implications
Legal:	There are no legal implications at this stage. However, it will be necessary to develop and promote Traffic Regulation Orders should any aspects of the scheme be progressed.
Equality:	There are no equality implications.
Environmental & Sustainability:	There are no environmental implications at this stage.
Key Priorities:	A masterplan approach will contribute locally to the Council priority of Growing our economy, increasing employment and regenerating towns.
Community Benefits:	The project will potentially provide both physical and economic benefits to the community.

5. Consultation

- 5.1 Community and stakeholder consultations have already taken place regarding this project. Police Scotland have also been consulted on the concept of a one-way scheme and have no objections in principle, subject to being consulted on any further progression.

A handwritten signature in black ink, appearing to be 'CH', written over a horizontal line.

CRAIG HATTON
Executive Director (Place)

Reference : JS/DMcD

For further information please contact Joe Smith, Senior Manager (Roads & Transportation) on 01294 324865

Background Papers

0



North Ayrshire Council
Comhairle Siorrachd Àir a Tuath

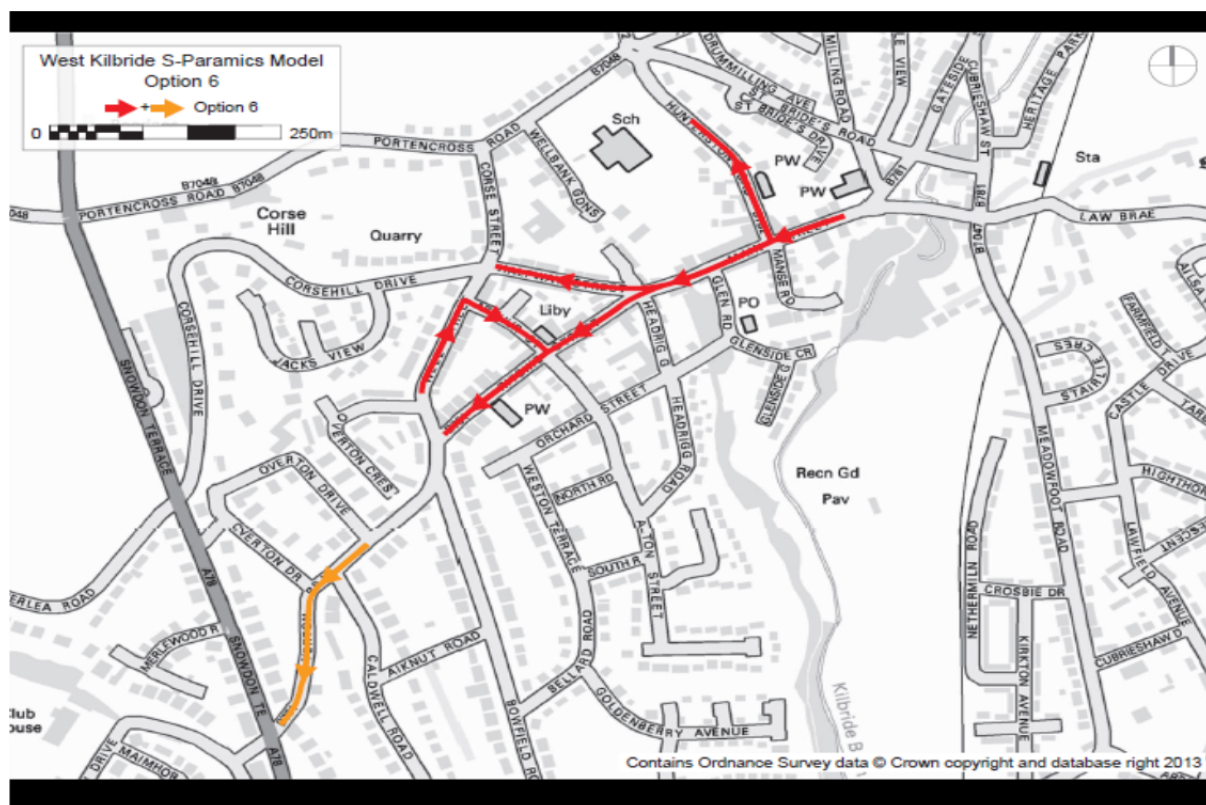
West Kilbride Traffic Management Proposals Report on Public Exhibition



INTRODUCTION

Community concerns relating to (i) pedestrian safety, (ii) illegal parking impeding safe traffic/public transport movement and (iii) a general lack of parking, have been raised with the Council leading to an extensive review of both traffic management and car parking options within the village.

North Ayrshire Council held an exhibition to present details to the public of a proposal to introduce a new one-way traffic management system within the village, with traffic travelling in a single direction along Main Street, Ritchie Street and part of Yerton Brae, in an east to west direction. In addition, one-way movement would also be introduced in Well Street and Hunterston Road. The exhibition was held in the Barony Centre on the 19th and 20th March, 2015, between 11am and 8pm (7pm on the 20th).



CONSULTATION PROCESS

Details of the exhibition were advertised as follows :-

- NAC website
- NAC Twitter
- Local newspapers
- Local radio
- Posters in shops/offices
- Letters to businesses/residents in streets directly affected by the proposed changes.

The exhibition consisted of 9 posters and a leaflet was also available for people to take away.

Staff from NAC and the consultant SIAS Ltd. were present to answer questions and gather feedback from attendees.

Feedback questionnaires were provided in paper format, and the questionnaire was also made available digitally via the NAC website. Attendees were invited to complete the questionnaire or otherwise provide feedback using the contact details provided.

All the exhibition materials were provided on the NAC website at: <http://www.north-ayrshire.gov.uk/westkilbrideTM>.

SUMMARY OF FEEDBACK AND NAC RESPONSE

A large number of people attended the exhibition over the two days. A total of 203 feedback forms were completed either at the event, on-line or returned by post.

Feedback from this event has in general been positive on the question "Do you wish to see a new one-way traffic movement system introduced within West Kilbride", with 170 answering yes, and 33 answering no or don't know. However, 107 of those answering yes did have concerns about some aspects of the scheme and a number of other comments were also made about the scheme, which are summarised in Table 1 below.

TABLE 1

Reference	Feedback/Issue	NAC Comment
1	Increased traffic using Overton Drive.	While traffic would not be directed up Overton Drive, additional local traffic will likely use this route to access the village. This road is of a poor geometric standard and is not suitable to accommodate such an increase. As such, consultations with residents of Overton Drive would require to take place to agree a method of mitigating this problem.
2	Yerton Brae can be used with care for 2 way movement. Few accidents.	While there have been few accidents on Yerton Brae and vehicles can generally pass with care, the main concern relates to pedestrian provision which is poor over its length.
3	Road surfaces require to be improved if one-way system is introduced.	Request noted.
4	20 mph speed limit should be introduced on one-way streets.	The scheme proposes to introduce 20 mph speed limits within Main Street/Ritchie Street. An existing part time 20mph limit is already in place at primary school times.
5	Bus stops will require to be amended.	Discussions will take place with SPT.

6	Police enforcement required at start of new system.	Noted.
7	Footway on Yerton Brae to be on opposite side of road to bring benefits to house frontagers.	This suggestion would require to be investigated as part of the streetscape design.
8	One-way system unnecessary and will create more problems than it would solve.	The existing problems in Main Street/Ritchie Street demonstrate that the current two way arrangement is not working primarily due to illegal parking. Police Scotland are not carrying out sufficient enforcement to deter this practise.
9	More traffic will pass the primary school.	More traffic will pass the primary school which is relatively busy for short periods of time Mon-Fri. Traffic calming measures are proposed at this location.
10	Aiknut Road is steep and dangerous in winter.	This is a very steep road which will be difficult to use in icy conditions. However, these conditions are experienced relatively infrequently. Traffic unable to use Aiknut Road would need to travel down Yerton Brae and then use an alternative route to reach the village centre.
11	Existing arrangement calms traffic speed through the village	Agreed.
12	Parking in Main Street/Ritchie Street will require to be time limited.	Restrictions on the length of time you would be able to park in these roads will be considered, but again, enforcement would be an issue (see point No.8).
13	Install traffic lights at the junction of Yerton Brae and A78.	This would be an issue for Transport Scotland to assess.
14	Existing parking restrictions are not enforced.	Agree (see response to point No. 8).
15	Create a new car park at Kirktonhall.	Noted.
16	Additional traffic will use Corsehill Drive which has tight bends.	While traffic would not be directed up Corsehill Drive, additional local traffic will likely use this route to access the village. This road is more modern than other roads in the village and has a good geometric layout. There are a couple of sweeping bends but the road width is good throughout.
17	A one way system will increase traffic speed-traffic calming required.	Traffic calming measures will be considered within the streetscape design.
18	Reverse direction of traffic flow in Hunterston Road.	This suggestion will be considered.
19	Reverse direction of traffic flow in Halfway street.	This suggestion is not feasible as the right turn onto Ritchie Street is too restrictive.
20	Create more car parking at the Community Centre.	Land is available adjacent to the existing car park and this suggestion will be considered by the Council.
21	There is an existing parking problem outside the primary school.	School parking congestion is common at all schools but it is normally short lived. Additional traffic calming measures are proposed at this location.

22	Improved direction signing will be required.	Additional direction signing will be provided.
23	Make direction of traffic movement west to east along Yerton Brae/ Ritchie Street/Main Street which traders would prefer.	This option was considered but community groups expressed a preference for the opposite direction.
24	Make Hunterston Road one way over its full length.	Noted. This suggestion will be considered.
25	Make Corse Street/Portencross Road a one way loop past the school.	This suggestion would create additional restrictions on movement within the village and would be unnecessary as Portencross Road is wide enough for two way movement.
26	Create a new bus stop outside the railway station.	This suggestion will be discussed with SPT.
27	Close the school entrance on Hunterston Road.	Noted. This is really an issue for Education Services and the school head teacher.
28	Pedestrians have difficulty crossing the road at the junction of Bowfield Road/Yerton Brae/Corse Street.	Pedestrian issues at this location will be considered if alterations to the traffic management system in West Kilbride proceed.
29	Extend the 30mph speed limit on the A78.	This is a matter for Transport Scotland to assess. Their current position is that such an alteration is not warranted.
30	Create a Puffin Crossing on the A78.	This is a matter for Transport Scotland to assess.
31	Pedestrianise Main Street/Ritchie Street.	This option is not feasible as the majority of premises need to take deliveries via the front door. In addition, residents/traders of West Kilbride are unlikely to accept such a restriction on access to the shops.
32	Remove all double yellow lines.	A review of double yellow lines would be carried out as part of the streetscape/parking proposals.
33	Return bus service to Meadowfoot estate is missing from scheme.	This issue has been raised with Stagecoach and a loop solution has been identified which would provide a return route to this part of the village.
34	Create a new car park in Orchard Street at the start of the glen.	Noted. This location was identified as a possible parking site and will be considered by the Council.
35	Stop buses and HGV's from using Yerton Brae and keep two way car movement.	This type of solution would not address the issue of the narrow footway.
36	Unacceptable access route to the large housing area off Bowfield Road/Caldwell Road.	Noted. Access from the A78 to this large residential area will be more difficult leading to local traffic using other routes within the village to access this area.
37	Keep Yerton Brae two way as there is an alternative pedestrian route to the A78/shore via Overton Crescent.	This suggestion would still require pedestrians to use a narrow part of Yerton Brae and would lead you away from your desired destination.

38	Amend the parking arrangement in Arthur Street.	The existing angled parking arrangement has been in existence for many years. However, the road is not wide enough to retain two-way movement but this situation is currently generally tolerated by residents. Additional traffic volumes using Arthur Street would suggest that the parking arrangement should be altered to be parallel to the edge of the road, enabling two-way movement. Fewer parking spaces would therefore be available in Arthur Street.
39	Create a new car park at Halfway street and Glen Road.	Noted. These locations were identified as possible parking sites and will be considered by the Council.
40	Access for emergency vehicles into the village would be best up Yerton Brae.	Emergency services would adjust their access routes into the village with little detriment to response times.

ANALYSIS

The proposals presented to the public demonstrated a combined arrangement for a one-way scheme in both (1) part of Yerton Brae and (2) Main Street/Ritchie Street.

1. Yerton Brae

The main reasons behind making Yerton Brae one-way are as follows :-

- Narrow footway making the route unsafe for pedestrians.
- Carriageway is too narrow for a car and bus/HGV to pass at the bend in the road.

However, a number of public responses/suggestions have indicated that making Yerton Brae one-way will create local issues as indicated in points 1, 2, 7, 10, 16, 35, 36, 37 and 40.

The pros and cons of this particular element of the proposal are difficult to assess as the introduction of one-way traffic movement does have an impact on vehicular access to a large residential area and will filter traffic onto other roads in the village. Visitors will be directed to use the A78 junction with Portencross Road at the north end of the village.

However, it is important to remember that these issues focus on car borne transport and do not consider the difficulties that pedestrians currently face in Yerton Brae. One way traffic movement will also remove the problem of car/bus/HGV conflicts.

2. Main Street/Ritchie Street

There is generally strong support for the introduction of one-way movement in this section of the scheme. While some have indicated that the current parking/movement problems would not exist if proper enforcement was carried out by Police Scotland, the present situation is unlikely to change in the near future and as such an alternative approach needs to be considered.

A number of issues/suggestions have been made about a one-way traffic operation in Main Street/Ritchie Street, as indicated in points 4, 5, 6, 8, 9, 11, 12, 14, 17, 18, 19, 23, 24, 25, 31, 32, 33, and 38, but there are no compelling reasons to significantly amend the proposals presented to the public at the exhibition.

3. Other Issues

In addition to the issues of traffic movement in the village, a number of comments have been made relating to car parking as indicated in points 15, 20, 21, 34 and 39. A further review of car parking will be carried out as part of the final streetscape design process.

CONCLUSION

The public exhibition was very well attended and generated a good response from members of the public on numerous aspects of the proposals, as detailed in Table 1 above.

The proposed one-way system consists of two distinct parts :-

- The concept of one-way traffic movement within Main Street/Ritchie Street was generally understood and well supported. Clearly, some members of the public consider the direction of travel should be altered, but the community groups that have been consulted prior to the consultation event indicated a preference for an east to west traffic flow.
- The proposed one-way operation in Yerton Brae has generated far more negative comment. While the issue of the narrow footway is acknowledged, the resulting alternative routes for traffic to access the village centre and in particular a large housing area off Bowfield Road/Caldwell Road is considered problematic.

Both parts of the one-way proposals could be introduced in whole or in a phased approach by introducing the one-way proposal in Main Street/Ritchie Street as phase 1, followed by the Yerton Brae element as phase 2, if appropriate.

C. Forsyth – August, 2015.

NORTH AYRSHIRE COUNCIL

Agenda Item 14

27 October 2015

Cabinet

Title: **Award of Framework – Framework Agreement for the Supply of Bedding Plants, Hanging Baskets and Bulbs**

Purpose: To advise Cabinet of the result of the tender for the Framework Agreement for the supply of Bedding Plants, Hanging Baskets and Bulbs.

Recommendation: That the Cabinet agrees to approve the award of the Frameworks as follows:

Lot 1: Summer Bedding Plants to Pentland Plants Ltd
Lot 2: Hanging Baskets to Pentland Plants Ltd
Lot 3: Bulbs to Green Garden and Van Geest Nurseries Ltd

1. Executive Summary

- 1.1. North Ayrshire Council requires to establish a replacement Framework Agreement for the Supply of Bedding Plants, Hanging Baskets and Bulbs. The framework approach allows the Council to offer a more effective service provision.
- 1.2. Annual and ad-hoc requirements for the following lots will be delivered within this framework;
 - Lot 1: Summer Bedding Plants
 - Lot 2: Hanging Baskets
 - Lot 3: Spring Bulbs

2. Background

- 2.1. Previously annual requirements for these materials were tendered individually. This approach saves the need for multiple tenders.

3. Proposals

3.1. The recommendation of the Tender Evaluation Panel is that the following companies should be appointed to the Framework:

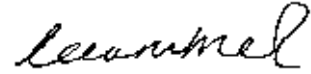
- Lot 1: Summer Bedding Plants to Pentland Plants Ltd
- Lot 2: Hanging Baskets to Pentland Plants Ltd
- Lot 3: Spring Bulbs to Green Garden and Van Geest Nurseries Ltd

4. Implications

Financial:	The Framework Agreement term is for three years plus the option to extend for a further year. The estimated value of the overall Contract (including any possible extensions) is £439,718.70. Appropriate budget provision is in place for this year and budget provision will be made available to reflect changing requirements for Bedding Plants, Hanging Baskets and Bulbs for the remaining duration of the framework. Tenderers have been informed that the Council offers no guarantee of the size and frequency of any orders.
Human Resources:	None
Legal:	The tender exercise has been undertaken in accordance with EU Procurement Directives, Public Contracts (Scotland) Regulations 2012 (SSI 2012/88) (as amended) and the Standing Orders Relating to Contracts for North Ayrshire Council
Equality:	None
Environmental & Sustainability:	None
Key Priorities:	This framework supports the Council strategic priority of protecting and enhancing the environment for future generations.
Community Benefits:	None, due to the fact there is no guarantee of business.

5. Consultation

5.1 There was consultation with Streetscene.



LAURA FRIEL
Executive Director (Finance and Corporate Support)

Reference : TR\MM\NAC3048

For further information please contact Thomas Reaney, Procurement
Manager on 01294 324097

Background Papers

N/A

NORTH AYRSHIRE COUNCIL

Agenda Item 15

27 October 2015

Cabinet

Title:	Award of Framework – Framework Agreement for the supply of Agency Staff for Building Services
Purpose:	To advise the Cabinet of the result of the tender exercise for the Framework Agreement for the supply of Agency Staff for Building Services.
Recommendation:	That the Cabinet agrees to approve the award of the Framework Agreement to ASA Recruitment, All Needs Recruitment Company Ltd, Blueprint Recruitment Ltd, STR Ltd and Brightwork Limited.

1. Executive Summary

- 1.1. Building Services has an ongoing requirement for Agency staff to meet peaks in demands and also cover staff absence. The framework approach allows the Council to be quicker in the way it procures agency staff and saves the need for individual quick quotes.
- 1.2. Ad-hoc requirements for the following trades will be delivered within this framework:
 - Painter & Decorator
 - Bricklayer/Builder
 - Plasterer
 - Wall & Floor Tiler
 - Slater/Roof Tiler & Bitumen felt Roofer
 - Joiner
 - Advanced Plumber
 - Approved Electrician
 - Blacksmith
 - Glazier
 - Stores assistant
 - Labour /Driver
- 1.3. The purpose of the Framework is to for agencies to provide staff at short notice which will help deliver more effective service provision. Eligible suppliers will be placed on the Framework and call-offs will be made by direct award based on best value and availability.

2. Background

- 2.1. The Council previously used an East Lothian Council Collaborative Framework. However, this new framework is more suitable for the Council's needs.

3. Proposals

- 3.1. The recommendation of the Tender Evaluation Panel is that the following companies should be appointed to the Framework:

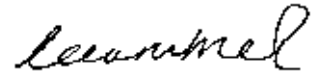
- ASA Recruitment,
- AllNeeds Recruitment Company Ltd,
- Blueprint Recruitment Ltd,
- STR Ltd
- Brightwork Limited

4. Implications

Financial:	The Framework Agreement term is for one year plus the option to extend for a further two years. The estimated value of the Framework Agreement, including any possible extensions, is £1,050,000. Budget is available for this requirement.
Human Resources:	None
Legal:	The tender exercise has been undertaken in accordance with EU Procurement Directives, Public Contracts (Scotland) Regulations 2012 (SSI 2012/88) (as amended) and the Standing Orders Relating to Contracts for North Ayrshire Council
Equality:	The service will require to be delivered in accordance with legislation relating to employment, agency workers, accessibility, and diversity issues
Environmental & Sustainability:	None
Key Priorities:	This framework supports the vision of Building Services 'to be recognised as a provider of choice for building related services' and the aim of Building Services 'to provide an efficient and effective property repairs, maintenance and improvement service which is right first time, keeps its promises, is responsive to customer needs and is at the right cost'.
Community Benefits:	A number of Community Benefits were offered on a voluntary basis and is dependant upon the provider(s) used. For example: 3 x school projects, 10 x 5 day work placements for pupils, 3 x 15 day work placements for pupils, 5 x mock interviews, 1 x SME development workshop and 1 x Third Sector Organisation development workshop. It should also be noted that All Needs Recruitment Company Ltd are based in North Ayrshire.

5. Consultation

5.1 Building Services were consulted throughout the process.



LAURA FRIEL
Executive Director (Finance and Corporate Support)

Reference : TR\MM\NAC3063

For further information please contact Thomas Reaney, Procurement
Manager on 01294 324097

Background Papers

N/A

NORTH AYRSHIRE COUNCIL

Agenda Item 16

27 October 2015

Cabinet

Title: **Housing Revenue Account Business Plan
Implementation Group: 16 September 2015**

Purpose: To submit the Minutes of the meeting of the Housing Revenue Account Business Plan Implementation Group held on 16 September 2015.

Recommendation: Cabinet agrees to (a) note the Minutes attached at Appendix 1 and (b) endorse the BPIG's decision to consult tenants on increasing rents by either 1.5% or 2.0%.

1. Executive Summary

- 1.1 The Housing Revenue Account Business Plan Implementation Group (BPIG) was set up in 2010 and consists of Elected Members, tenant representatives and officers from Housing Services, Finance and Property Management and Investment.
- 1.2 The minutes of the meeting of the Housing Revenue Account Business Plan Implementation Group held on 16 September 2015 are attached at Appendix 1.

2. Background

- 2.1 The remit of the Housing Revenue Account Business Plan Implementation Group is:
 - To make recommendations to the Council's Cabinet and other bodies as appropriate;
 - To carry out an annual review and report progress on the Business Plan;
 - To assume responsibility for performance monitoring and reporting;
 - To advise and provide recommendation on the setting and use of budgets and resources;

- To ensure that appropriate consultation is undertaken at key stages; and
- To agree and drive forward any key priorities identified in relation to the Housing Revenue Account.

2.2 The Minutes of the meeting of the Housing Revenue Account Business Plan Implementation Group held on 16 September 2015 are attached at Appendix 1.

2.3 Four rent increase options were presented at the meeting. The Cabinet is asked to endorse the BPIG's decision to consult tenants on two of these options - 1.5% and 2.0%.

3. Proposals

3.1 It is proposed that the Cabinet notes the Minutes attached at Appendix 1 and endorses the BPIG's decision to consult tenants on increasing rents by either 1.5% or 2.0%.

4. Implications

Financial:	There are no implications arising from this report.
Human Resources:	There are no implications arising from this report.
Legal:	There are no implications arising from this report.
Equality:	There are no implications arising from this report.
Environmental & Sustainability:	There are no implications arising from this report.
Key Priorities:	There are no implications arising from this report.
Community Benefits:	There are no implications arising from this report.

5. Consultation

- 5.1 Consultation on the proposed rent increases has taken place with the North Ayrshire Tenants' Network.

A handwritten signature in black ink, appearing to be 'CH', written over a horizontal line.

CRAIG HATTON
Executive Director (Place)


Reference :

For further information please contact Yvonne Baulk, Head of Service (Physical Environment) on 01294 324542

Background Papers

None

Appendix 1

 North Ayrshire Council Combining Resources for a Better Future	STATUS REPORT	
	Business Plan Implementation Group	

Date: 16th September 2015

Venue: Irvine & Kilwinning and Three Towns Committee Room, Cunninghame House, Irvine

Attendees:	Councillor J Easdale Councillor A Gurney Councillor J Hunter Councillor C McMillan Councillor R McNicol Yvonne Baulk Trudi Fitzsimmons Carolyn Hope Tracey Wilson Natalie Ainslie Ian Cathcart Gordon Taylor Cate Weir Alex Younger	Elected Member Elected Member (Chair) Elected Member Elected Member Elected Member Head of Physical Environment Housing Services Housing Services Housing Services Financial Management Property Management & Investment Tenant Representative Tenant Representative Tenant Representative
-------------------	--	---

Apologies:	Councillor I Clarkson Councillor A Dickson Councillor J Ferguson Councillor T Marshall Marianne McManus Alison Diamond Alan Dunsmore Keith MacDonald	Elected Member Elected Member Elected Member Elected Member Housing Services Property Management & Investment Financial Management Financial Management
-------------------	---	--

Minuted by: Leanne McKeeman Housing Services

Agenda Item	Notes and Actions	Who	Date
1. Welcome	Cllr Gurney opened the meeting by welcoming everyone. Apologies were noted.		
2. Minutes of Last Meeting & Matters Arising	The minutes of the previous meeting were approved.(Appendix 1)		

Appendix 1

3. Fencedyke Tender	<p>Trudi Fitzsimmons (TF) delivered a presentation on the Fencedyke tender. This explained that this 35 unit development will begin in spring 2016 and the site completion will be spring 2017. There will be a 5 bedroom property that has been designed for a family with specific needs. This property can also be easily adapted into 2 units rather than one. TF also explained that two consultation events were held on 1st July 2014 and 29th October 2014.</p> <p>Alex Younger (AY) raised his concerns regarding fencing at the John Galt development. AY thought that the small metal fencing around the gardens and next to footpaths could be dangerous for people who are unsteady on their feet. TF explained that the Health and Safety coordinator is happy with the site, however TF will look into this.</p>		
4. 2016/17 Draft HRA Budget Presentation	<p>Yvonne Baulk (YB) delivered a presentation on the draft HRA budget. YB gave the background information with the aims of the 30 year HRA Business Plan and also the current position. This also compared weekly rents between NAC, neighbouring authorities and also local RSLs. NAC has the lowest weekly rental charge amongst neighbouring landlords.</p> <p>YB also explained the sheltered housing utility costs. This will be a gradual increase of £0.95 per week for the next three years.</p> <p>YB also presented the draft revenue and capital budgets which detailed the planned investment for 2016/17.</p> <p>YB explained the four options with regards to the rental increase. The following options were presented: Option 1 – 1% increase Option 2 – 1.5% increase Option 3 – 2% increase Option 4 – 2.5% increase.</p> <p>After discussion took place it was decided that options 2 & 3 should go forward for tenant consultation. Tenants will have until 8th November to respond to the consultation.</p> <p>Cllr McMillan proposed recommending option 2. This was supported by Cllr Easdale.</p> <p>Cllr Easdale asked why ANCHO was missing from RSL information. CH advised that we could not gather the figures from ANCHO in time for the BPIG meeting. Post meeting note: ANCHO rate is £76.60 for 2015/16.</p> <p>Cllr Easdale also asked why there is such a decrease in the costs for the Heating programme for 2016/17. Ian Cathcart (IC) explained that this programme went out to tender and a significant saving was realised. There is however, only a slight change in the number of units.</p> <p>Cllr Easdale asked how much of the money has currently been spent on buy backs. TF explained that none of this has currently been spent as Housing were awaiting written approval to spend the money on buy backs. YB also confirmed that areas for targeted buy back were being</p>		

Appendix 1

	collated. Alex Younger (AY) asked if we know how many homes currently meet the new EESSH standards. IC advised that approx. 85% of homes currently meet these new standards.		
AOB	None.		
10. Next Meeting	2.30pm-4.30pm, 3 rd February 2016. North Coast & Islands and Garnock committee rooms.		

NORTH AYRSHIRE COUNCIL

Agenda Item 17

27 October 2015

Cabinet

Title:	Physical Environment Advisory Panel held on 28 September 2015
Purpose:	To submit the Minute of the Physical Environment Advisory Panel held on 28 September 2015.
Recommendation:	That Cabinet agrees to note and endorse the Minute attached at Appendix 1.

1. Executive Summary

- 1.1 The Physical Environment Advisory Panel is one of two Advisory Panels within the Council.
- 1.2 A meeting of the Physical Environment Advisory Panel was held on 28 September 2015. At its meeting the Panel were provided with updates in respect of:
 - Fencedyke Council House Building Project;
 - North Ayrshire Renewables Strategy;
 - North Ayrshire Road Safety Plan 2015;
 - Waste Collection Policy - Contamination; and
 - Major Projects Update.

2. Background

- 2.1 The Minute of the meeting of the Physical Environment Advisory Panel are attached at Appendix 1.

3. Proposals

- 3.1 It is proposed that Cabinet note the Minute attached at Appendix 1.

4. Implications

Financial:	There are no implications arising form this report.
Human Resources:	There are no implications arising form this report.
Legal:	There are no implications arising form this report.
Equality:	There are no implications arising form this report.
Environmental & Sustainability:	There are no implications arising form this report.
Key Priorities:	There are no implications arising form this report.
Community Benefits:	There are no implications arising form this report.

5. Consultation

5.1 No consultations have been undertaken in the formation of this report.



CRAIG HATTON
Executive Director (Place)

Reference : CH/LB

For further information please contact Craig Hatton, Executive Director
(Place) on 01294 324312

Background Papers

None

At a meeting of the Physical Environment Advisory Panel of North Ayrshire Council held on 28th September 2015 at 2.00pm in The Council Chambers, Cunninghame House, Irvine.

Members Present:

Councillors Marie Burns, Ian Clarkson, Anthea Dickson, John Easdale, John Ferguson, Tom Marshall, Jim Montgomerie, Donald Reid

In Attendance:

Craig Hatton, Executive Director (Place), Yvonne Baulk, Head of Physical Environment, Russell McCutcheon, Head of Commercial Services, Trudi Fitzsimmons, Divisional Manager (Housing HQ), David Hammond, Senior Manager (Energy & Sustainability), Laurence Cree, Senior Manager (Property Management & Investment), David Mackay, Waste Services Manager, Crawford Forsyth, Assistant Manager (Roads & Transportation), Alan Martin, Loraine Barr, PA to Executive Director (Place)

Chair

Councillor Ruth Maguire

Apologies for Absence:

Councillors Anthony Gurney, Elizabeth McLardy
Joe Smith, Senior Manager (Roads & Transportation)

1. Minute of Previous Meeting (1st June 2015)

Minute agreed as a true and accurate record of the meeting. An update on actions arising will be provided at the next meeting on 19th October 2015.

2. Fencedyke Council House Building Project

Submitted report by Trudi Fitzsimmons, Divisional Manager (Housing Headquarters) to update the Panel with the final plans for Fencedyke Development Site, Irvine and report on feedback from consultation events held with the local community regarding the development.

The Chair invited the Panels views on the development and discussion took place in relation to the following:-

T Fitzsimmons confirmed that Bourtreehill & Broomlands Tenants & Residents Association and Bourtreehill and Broomlands Community Association will be involved in the consultation.

Discussion took place surrounding the design and quality of design in particular, the overhang of gables. T Fitzsimmons will provide further information in relation to the overhang following today's meeting.

The Panel asked questions in relation to the planning process and why no planning permission was required for this development. C Hatton advised that a review of the process was undertaken in 2014. The developments are classed as 'permitted development' and therefore no formal planning application is required. However in considering the finding of the review Cabinet on 23 September 2014 agreed a consultation protocol for these developments including that developments such as these would be presented to the Advisory Panel.

The Panel raised the issue of access for refuse vehicles etc. T Fitzsimmons confirmed that the design of streets has incorporated access for large vehicles.

The Panel noted the report.

3. North Ayrshire Renewables Strategy

Submitted report and presentation given by David Hammond, Senior Manager (Energy & Sustainability) to advise the Panel of the details of a series of proposed renewable energy projects and policy recommendations from the draft North Ayrshire Renewables Strategy for implementation.

The Chair invited the Panels views and discussion took place in relation to the following:-

The Panel asked where revenues would come from for the Irvine District Heating Scheme. D Hammond advised that the costs will be around 4p per unit for heat compared to 12p although he would provide the Panel with fuller answer following today's meeting.

Discussion took place surrounding money from rents being used in one particular area and other Councils who have progressed these types of schemes. D Hammond advised that work will be undertaken with Housing, Property and Tenant groups to work through various options.

The Panel noted the report.

4. Road Safety Plan 2015

Submitted report by Crawford Forsyth, Assistant Manager (Roads & Transportation) to present and seek the views of the Panel upon the North Ayrshire Council Road Safety Plan 2015-2020 prior to submission to Cabinet.

The Chair invited the Panels views and discussion took place in relation to the following:-

The Panel asked if the 20mph speed limited would be considered for all towns within North Ayrshire. C Forsyth advised that the Good Practice Guide on 20mph Speed Restrictions has been issued by Transport Scotland. At present only the City of Edinburgh have decided to introduce 20mph speed limit widely throughout the city. Currently other Councils within Scotland are considering the document through SCOTS. It should be noted that Police Scotland has indicated that they would not routinely enforce the wider use of 20mph speed limited. However they have indicated that the enforcement of 20mph speed limit outside schools will take place on a regular basis.

Discussion took place surrounding the request for the flashing speed sign on the Broomlands bus route. C Forsyth advised that the 20mph flashing sign was refused as (a) it would not be in keeping with the bus route; and (b) would be difficult to enforce. As this topic was so specific, the Chair asked that Councillor Easdale and C Forsyth discuss outwith today's meeting.

In relation to the Multihog photograph, the Panel asked that livery be added to the vehicle prior to publication of the document.

Discussion took place surrounding enforcement/default position in relation to complete resurfacing to incorporate traffic calming. C Forsyth advised that we would adopt the position to review accident prior to any works to establish need. If this was demonstrated appropriate measures would be installed as part of the wider works.

Discussion took place surrounding road safety material produced for schools. C Forsyth will liaise with Education and circulate a note to the Panel on how schools deliver the information to pupils.

The Panel asked if there was a national campaign to make the public aware that the vast majority of road accidents are due to driver error. C Forsyth advised that C Kay (Road Safety Education Officer) will raise this at a future meeting of Road Safety Scotland.

The Panel noted the report.

5. Waste Collection Policy – Contamination

Submitted report by David Mackay, Waste Services Manager to update the Panel on the development of a revised waste awareness campaign called 'Right Stuff – Right Bin' to encourage improved recycling.

The Chair invited the Panels views and discussion took place in relation to the following:-

The Panel asked if there would be more regular pick-ups for the blue bins or would larger bins be made available. D Mackay confirmed that there would be no change at present to the bin collection.

Discussion took place in relation to stickers that are placed on blue bins in those areas where there is a low participation rate to encourage residents to recycle.

D Mackay advised that our key objective is to try and encourage all households to participate in recycling and the 'Right Stuff – Right Bin' campaign will help drive our recycling figure.

Further discussion took place in relation to bin contamination and those bins not being uplifted causing issues, particularly in communal areas. D Mackay advised that stickers will be placed on contaminated bins and work will continue with residents to change behaviours to educate and promote recycling.

The Chair asked how the Panel will be advised of improvements. D Mackay confirmed that monitor progress and provide a further update to the Panel once findings were known.

The Panel noted the report.

6. Major Projects Update

Submitted report by Laurence Cree, Senior Manager (Property Management 7 Investment) to update the Panel in respect of major projects being undertaken.

The Chair invited the Panels views and discussion took place in relation to the following:-

Cunninghame House

Discussion took place surrounding the plant room upgrade works. Y Baulk advised that there are two boilers and the recently replaced boiler will have the capacity to become the back-up facility for Cunninghame House on the introduction of the District Heating Scheme.

Saltcoats Town Hall

Discussion took place in relation to dry rot costs. Y Baulk advised that there would be no claim against the contractor and this has been addressed within the overall funding for the project.

The Panel asked questions in relation to the opening date. Y Baulk advised that there will be a settling down period to ensure that any teething issues are addressed prior to the official opening and March was seen as the latest date without compromising purdah.

Leisure Centre & Townhouse, Irvine

Discussion took place surrounding the memorial and Y Baulk confirmed that hoarding will be re-aligned to ensure the memorial is visible prior to the Remembrance Day Service.

Cllr Reid raised concern regarding the Parking Strategy and the impact that the transfer of East Road Car Park from the Common Good for dedicated use by the leisure centre would have. C Hatton advised that the Parking Strategy fell under the remit of Economy and Communities and he would advise K Yeomans.

Post meeting note: It was confirmed that this car-park was noted as for Leisure Centre use within the Parking Strategy.

The Panel noted the report.

7. AOCB

No other concerning business.

8. Date of Next Meeting

The next meeting will take place on Monday 19th October 2015 at 2.00pm in the Council Chambers, Cunninghame House, Irvine.

The meeting ended at 3.40pm.

